Overview of
EU Aviation Law

Structure,
Key Regulations, and
Frameworks

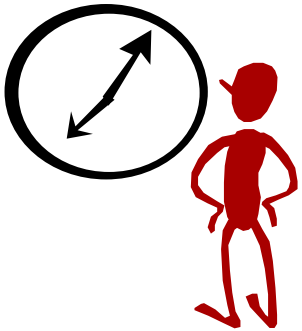
Presented by: Majid Hassanloo

Oct 2024

بقیه الله خیر لکم ان کنتم مومنین

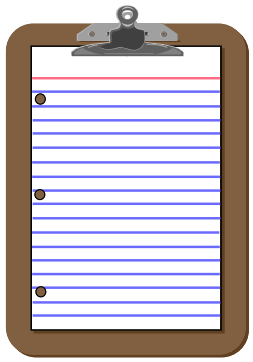
Who is standing in front of you?

Housekeeping



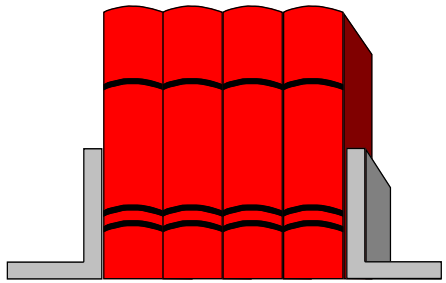
Punctuality

Phones



Examination

Certificates



Documentation

Course title

Subject

Storage conditions shall ensure segregation of unserviceable components and material from all other components, material, equipment and tools.

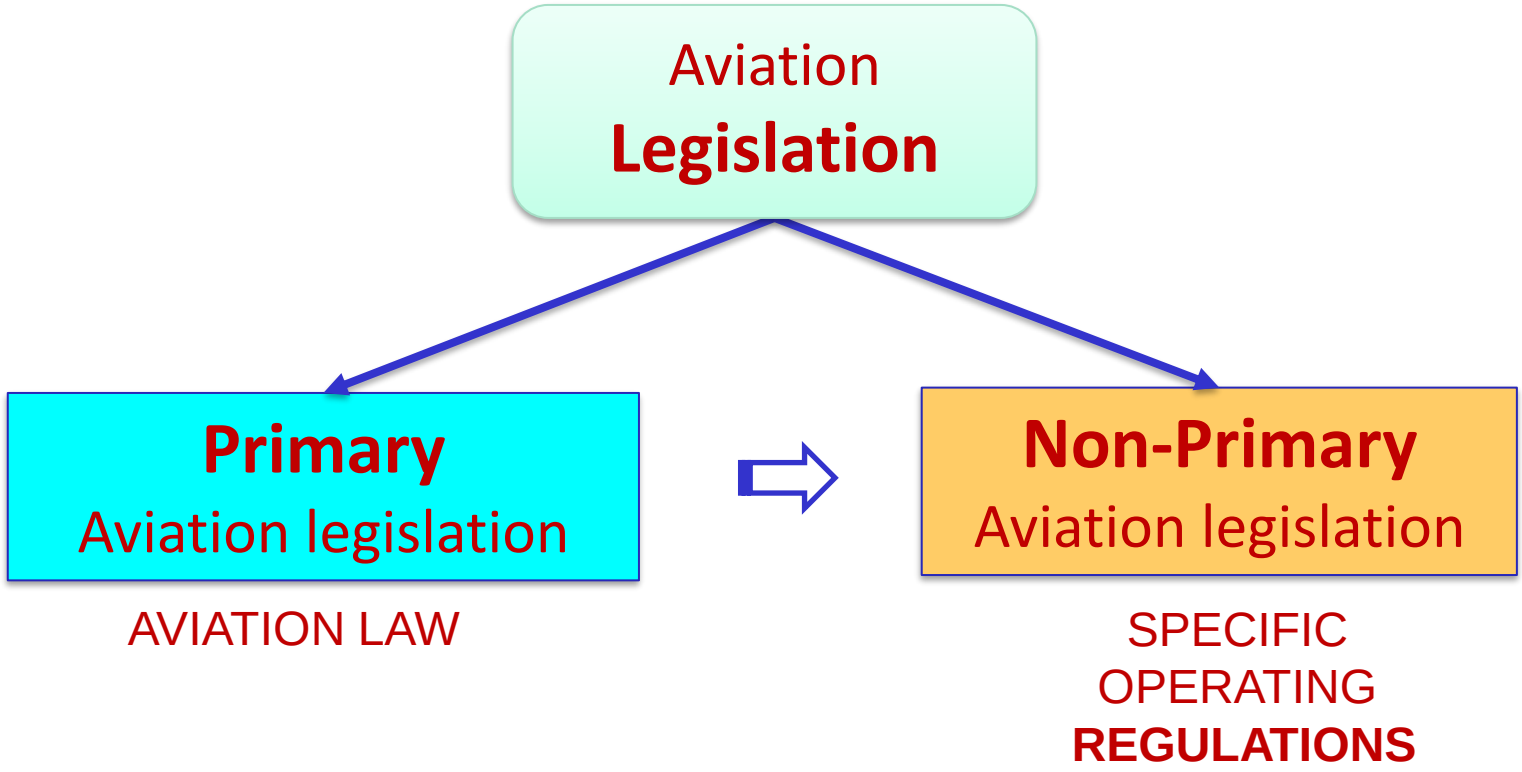
Requirement

Revision & Date

Important note

Page

Legislation



Legislation:
Generic term used to include:

- Primary aviation legislation and
- Specific operating regulations,

as defined in Critical Elements 1 and 2 of state safety oversight system respectively.
(Doc 9734 ICAO)

Legislation

Primary

Aviation legislation

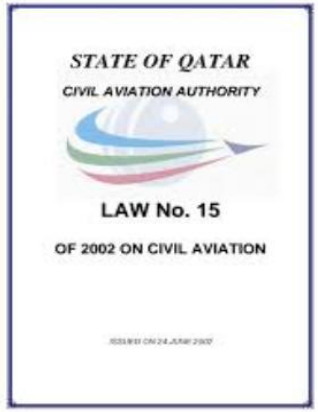
(AVIATION LAW)

Non-Primary

Aviation legislation

(SPECIFIC OPERATING REGULATIONS)

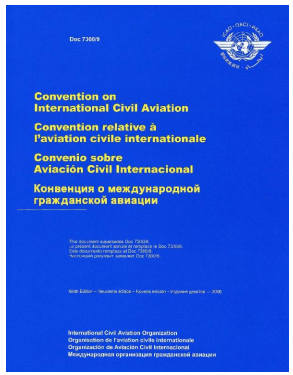
(NATIONAL REQUIREMENTS)



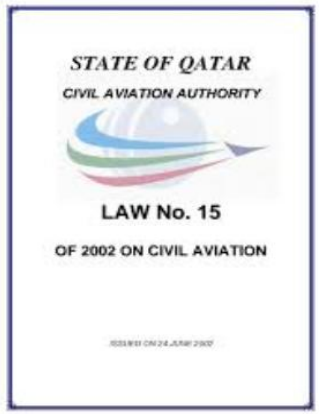
Primary
Aviation legislation

States shall promulgate a comprehensive and effective aviation law, consistent with the requirements contained in the **Convention** on International Civil Aviation, …

CONVENTION ON INTERNATIONAL CIVIL AVIATION



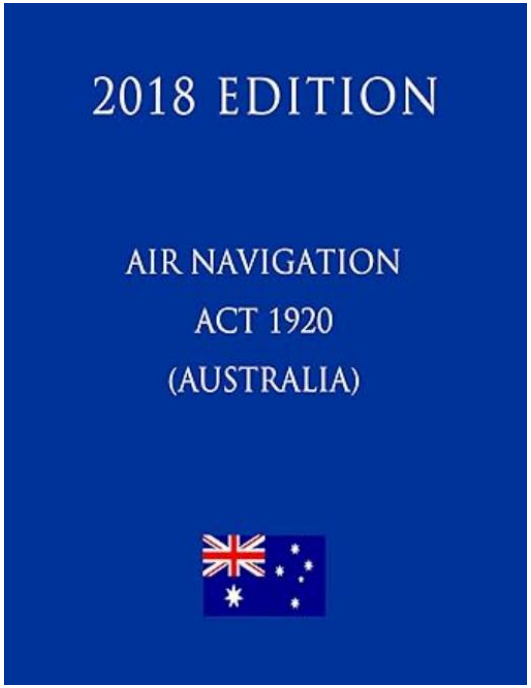
Civil AVIATION **Act**

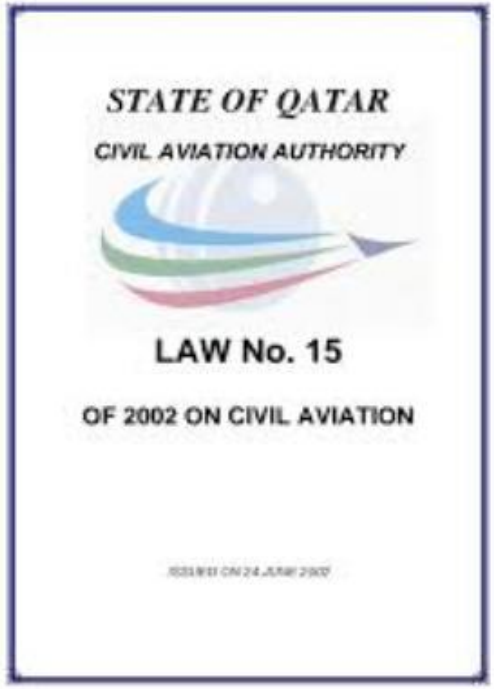


- Civil aviation safety management (SMS)
- Enforcement
- Inspector access to aircraft and its document
- ….

Legislation

Primary
Aviation legislation





Legislation

Non-Primary
Aviation legislation

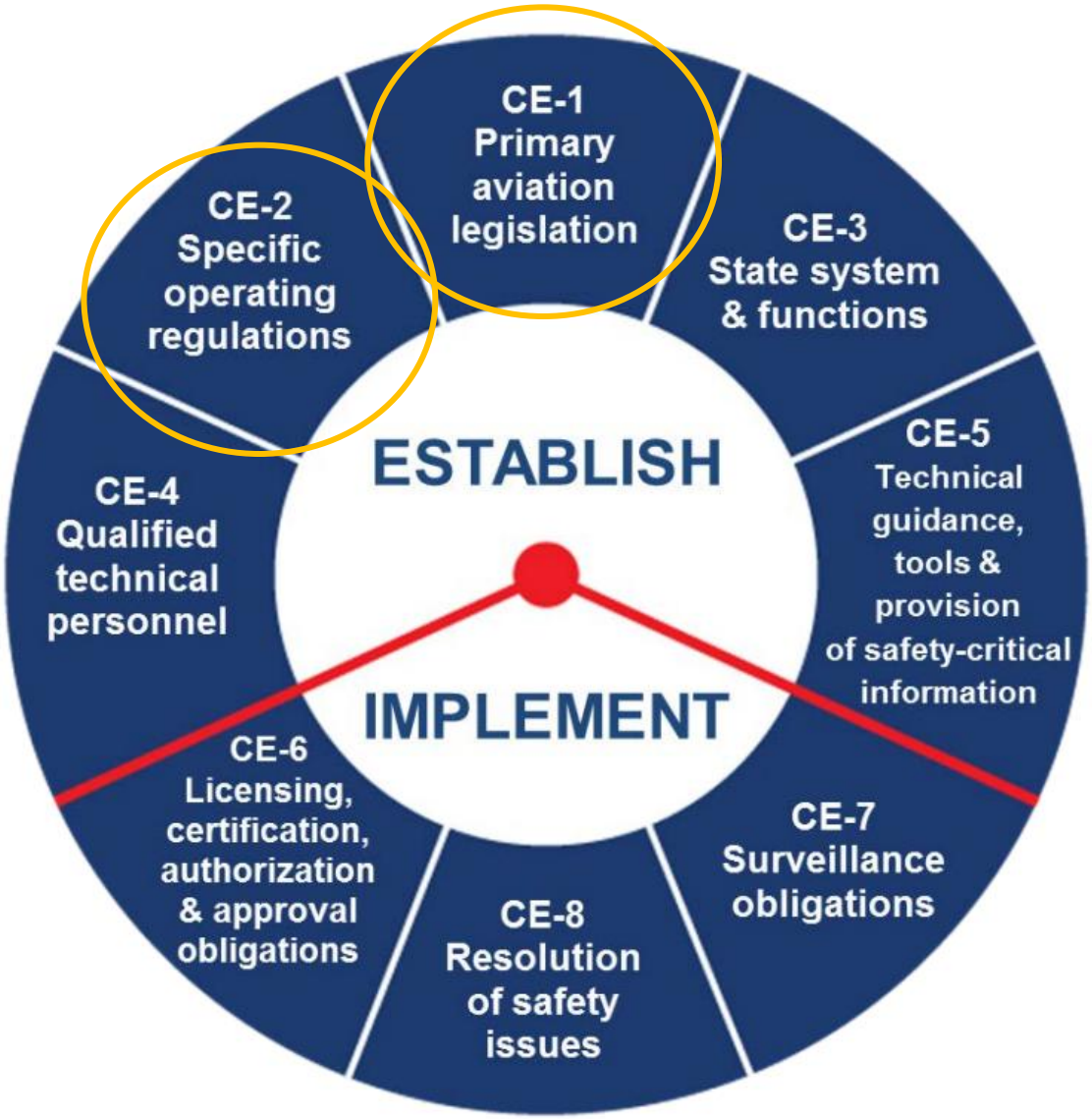
Convention
ANNEXES (1-19)

Non-Primary
Aviation legislation
Specific operating regulations =
National requirements

AVIATION
LAW

"National requirements" emanating from the primary aviation legislation, in conformity with the **Annexes** to the Convention on International Civil Aviation.

Critical Elements (CEs)



Chicago Convention

پیمان شیکاگو

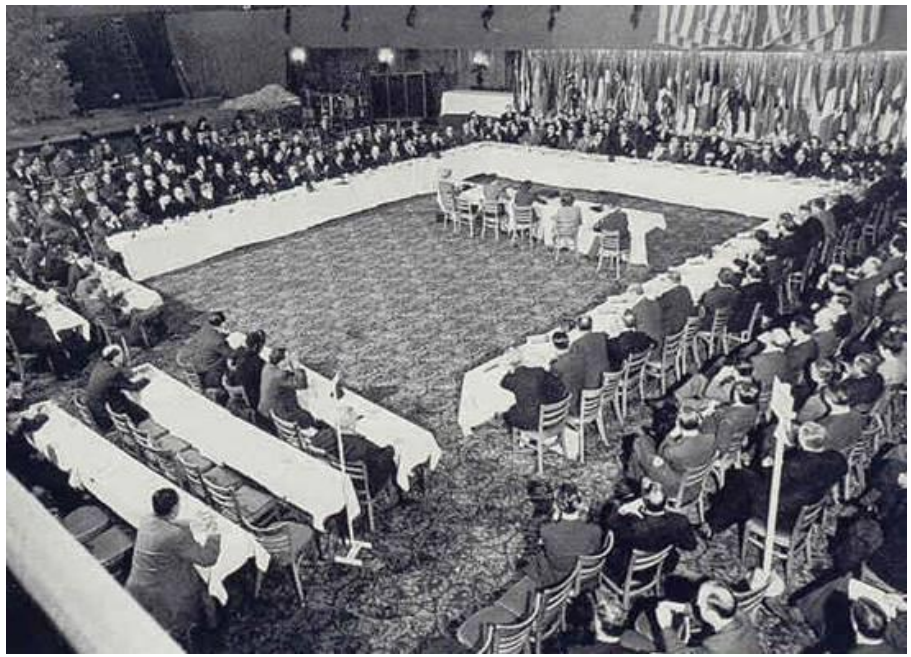
Doc 7300/9
Convention on
International Civil Aviation
Convention relative à
l'aviation civile internationale
Convenio sobre
Aviación Civil Internacional
Конвенция о международной
гражданской авиации
This document supersedes Doc 7300/8.
Le présent document annule et remplace le Doc 7300/8.
Este documento reemplaza el Doc 7300/8.
Настоящий документ заменяет Doc 7300/8.
Ninth Edition – Neuvième édition – Novena edición – Издание девятое — 2006
International Civil Aviation Organization
Organisation de l'aviation civile internationale
Organización de Aviación Civil Internacional
Международная организация гражданской авиации

96 articles (4 parts, 22 chapters)

19 Annexes

Chicago Convention

- Drafted in 1944 by 54 nations, in Chicago (Doc 7300)
- Led to the creation of ICAO (4 April 1947)
- Structured, transparent and multi-stage process to develop more than 12,000 SARPs under 19 Annexes to the Chicago Convention



Link to Chicago Convention:
http://www.icao.int/publications/Pages/doc7300.aspx

SARPs Meaning

Standard: The **uniform** observance of which is **necessary** and in respect of which **non-compliance must be notified** in accordance with **Article 38**.

STANDARD → "SHALL" in provision

Recommended Practice: The observance of which is **highly desirable** and to which Contracting States will **endeavour to conform**.

RP → "SHOULD" in provision

SARPs Meaning

Chapter 6 *Annex 6 — Operation of Aircraft*

6.19 AEROPLANES REQUIRED TO BE EQUIPPED WITH AN AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS II)

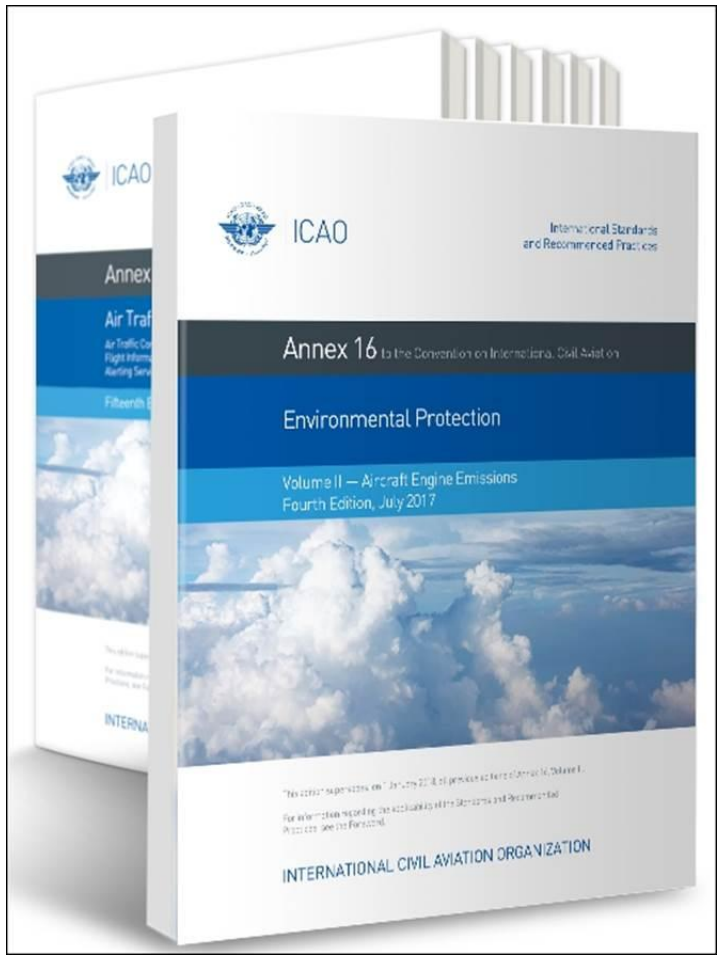
6.19.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).

6.19.2 **Recommendation.—** *All aeroplanes should be equipped with an airborne collision avoidance system (ACAS II).*

6.19.3 An airborne collision avoidance system shall operate in accordance with the relevant provisions of Annex 10, Volume IV.

Shall , *Should*, Normal , *Italic*

Annexes of Chicago Convention



ICAO

Headquarters: Montreal, Quebec, Canada

Specialized organizations/Agencies of the UN

United Nations

UNESCO

WHO

ILO

UPU

ICAO

WMO

IMO

IAEA

WB

UNWTO

FAO

IFAD

UNIDO

WIPO

WFP

IMF

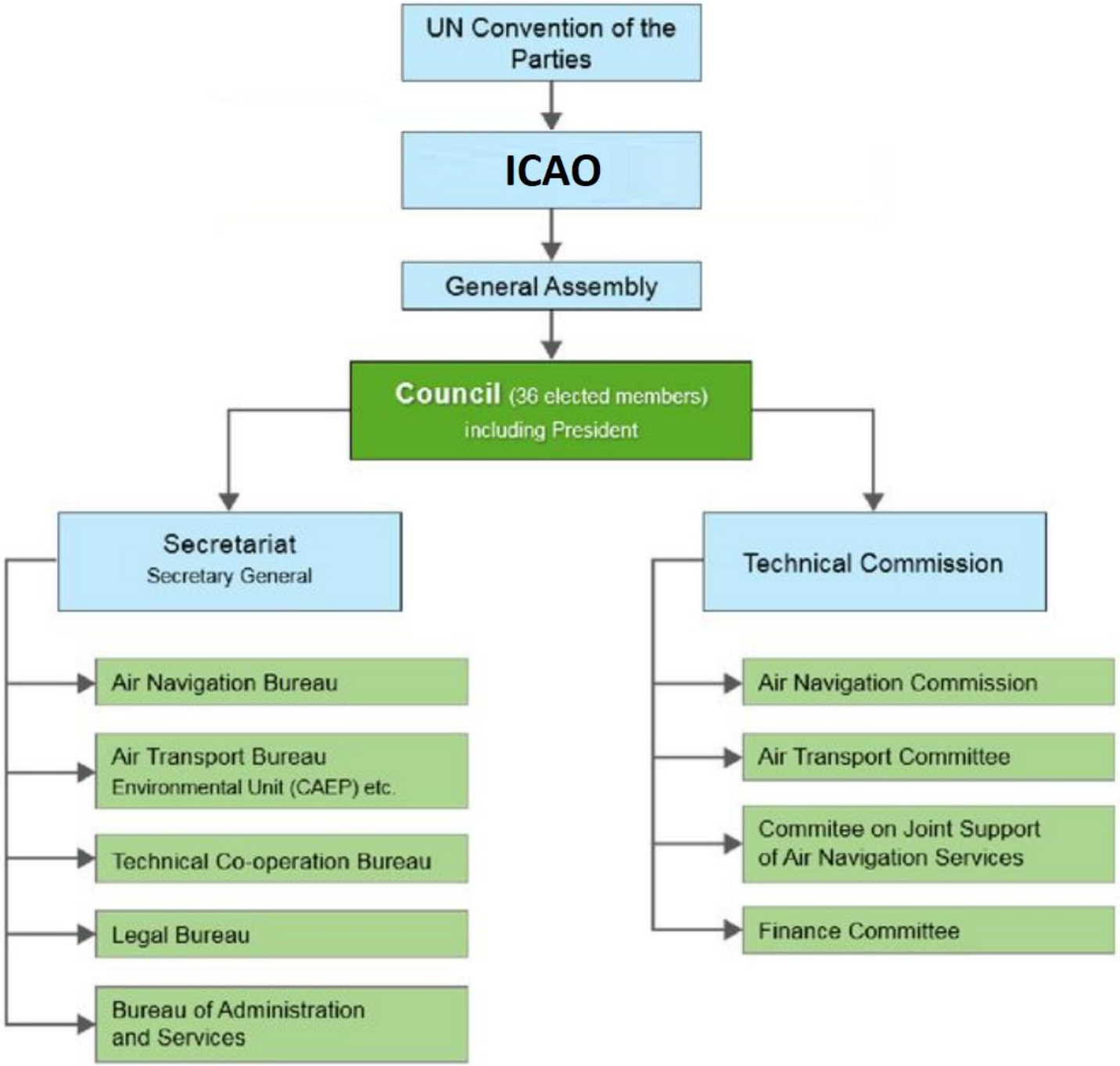
ICAO Structure

1. ASSEMBLY

2. COUNCIL

3. SECRETARIAT

ICAO


UN Convention of the Parties
ICAO
General Assembly
Council (36 elected members) including President
Secretariat
Secretary General
Technical Commission
Air Navigation Bureau
Air Transport Bureau
Environmental Unit (CAEP) etc.
Technical Co-operation Bureau
Legal Bureau
Bureau of Administration and Services
Air Navigation Commission
Air Transport Committee
Commitee on Joint Support of Air Navigation Services
Finance Committee

1. ASSEMBLY

Member States: 193, Council Member States (*): 36

Afghanistan	Albania	Algeria	Germany (*)	Ghana (*)	Greece	Papua New Guinea	Paraguay	Peru
Andorra	Angola	Antigua and Barbuda	Grenada	Guatemala	Guinea	Philippines	Poland	Portugal
Argentina (*)	Armenia	Australia (*)	Guinea-Bissau	Guyana	Haiti	Qatar (*)	Republic of Korea (*)	Republic of Moldova
Austria (*)	Azerbaijan	Bahamas	Honduras	Hungary	Iceland (*)	Romania (*)	Russian Federation	Rwanda
Bahrain	Bangladesh	Barbados	India (*)	Indonesia	Iran (Islamic Republic of)	Saint Kitts and Nevis	Saint Lucia	Saint Vincent and the Grenadines
Belarus	Belgium	Belize	Iraq	Ireland	Israel	Samoa	San Marino	Sao Tome and Principe
Benin	Bhutan	Bolivia (*)	Italy (*)	Jamaica (*)	Japan (*)	Saudi Arabia (*)	Senegal	Serbia
Bosnia and Herzegovina	Botswana	Brazil (*)	Jordan	Kazakhstan	Kenya	Seychelles	Sierra Leone	Singapore (*)
Brunei Darussalam	Bulgaria	Burkina Faso	Kiribati	Kuwait	Kyrgyzstan	Slovakia	Slovenia	Solomon Islands
Burundi	Cabo Verde	Cambodia	Lao People's Democratic Republic	Latvia	Lebanon	Somalia	South Africa (*)	South Sudan
Cameroon	Canada (*)	Central African Republic	Lesotho	Liberia	Libya	Spain (*)	Sri Lanka	Sudan
Chad	Chile (*)	China (*)	Lithuania	Luxembourg	Madagascar	Suriname	Sweden	Switzerland
Colombia	Comoros	Congo	Malawi	Malaysia (*)	Maldives	Syrian Arab Republic	Tajikistan	Thailand
Cook Islands	Costa Rica	Côte d'Ivoire	Mali	Malta	Marshall Islands	Timor-Leste	Togo	Tonga
Croatia	Cuba	Cyprus	Mauritania (*)	Mauritius	Mexico (*)	Trinidad and Tobago	Tunisia	Türkiye
Czechia	Democratic People's Republic of Korea	Democratic Republic of the Congo	Micronesia (Federated States of)	Monaco	Mongolia	Turkmenistan	Tuvalu	Uganda
Denmark	Djibouti	Dominica	Montenegro	Morocco	Mozambique	Ukraine	United Arab Emirates (*)	United Kingdom (*)
Dominican Republic	Ecuador	Egypt (*)	Myanmar	Namibia	Nauru	United Republic of Tanzania	United States (*)	Uruguay
El Salvador (*)	Equatorial Guinea (*)	Eritrea	Nepal	Netherlands	New Zealand	Uzbekistan	Vanuatu	Venezuela (Bolivarian Republic of) (*)
Estonia	Eswatini	Ethiopia (*)	Nicaragua	Niger	Nigeria (*)	Viet Nam	Yemen	Zambia
Fiji	Finland	France (*)	North Macedonia	Norway	Oman	Zimbabwe (*)		
Gabon	Gambia	Georgia	Pakistan	Palau	Panama			

193 States

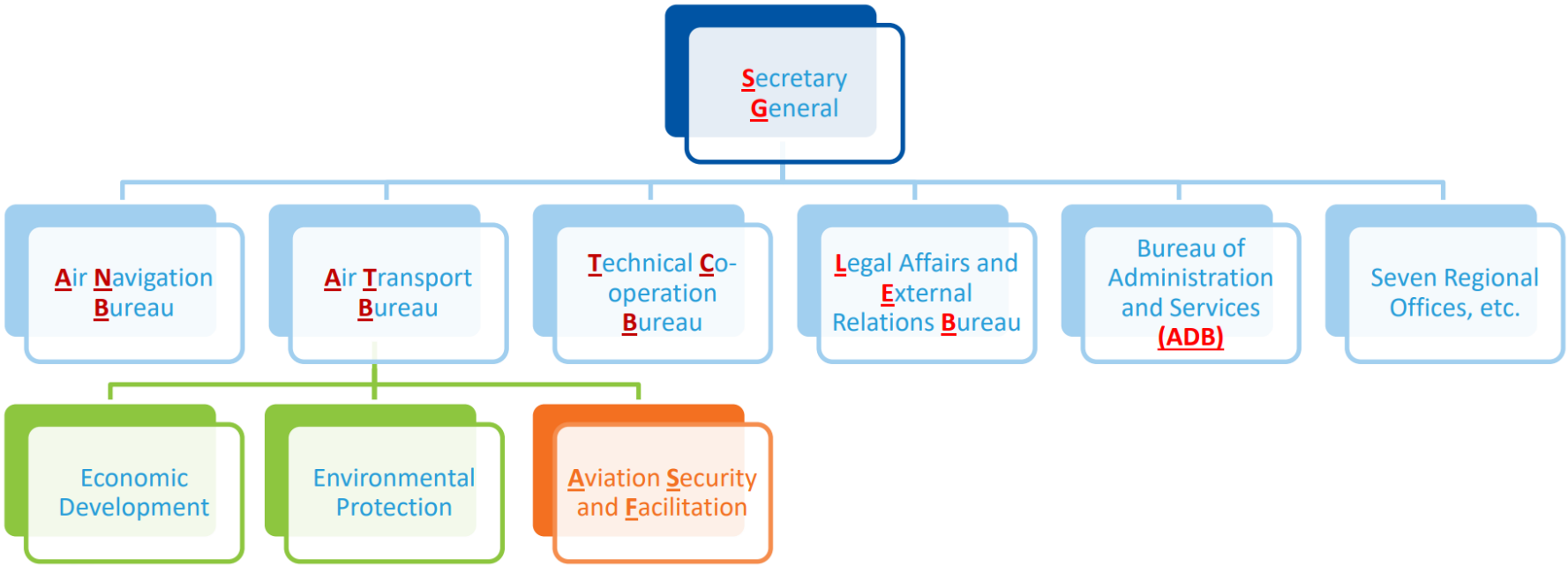
2. COUNCIL=36

Group I (Chief Importance)	Group II (Large Contributions)	Group III (Geographic Representations)
Australia Brazil Canada China France Germany Italy Japan United Kingdom United States	Argentina Austria Egypt Iceland India Mexico Nigeria Saudi Arabia Singapore South Africa Spain Venezuela	Bolivia Chile El Salvador Equatorial Guinea Ethiopia Ghana Jamaica Malaysia Mauritania Qatar South Korea Romania United Arab Emirates Zimbabwe

2024

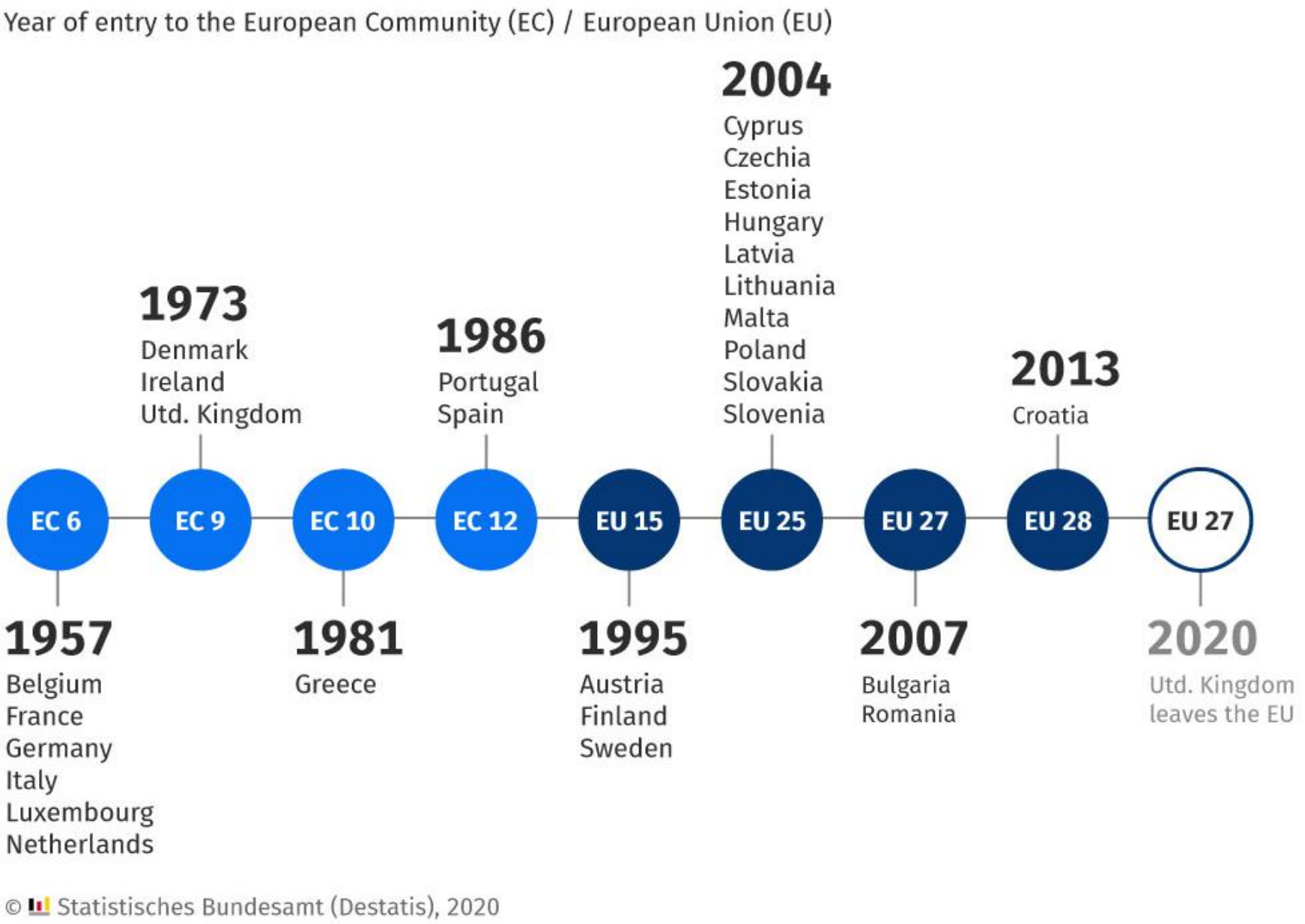
3. SECRETARIAT

Headed by the Secretary General (is considered as the Chief Executive Officer of the ICAO)

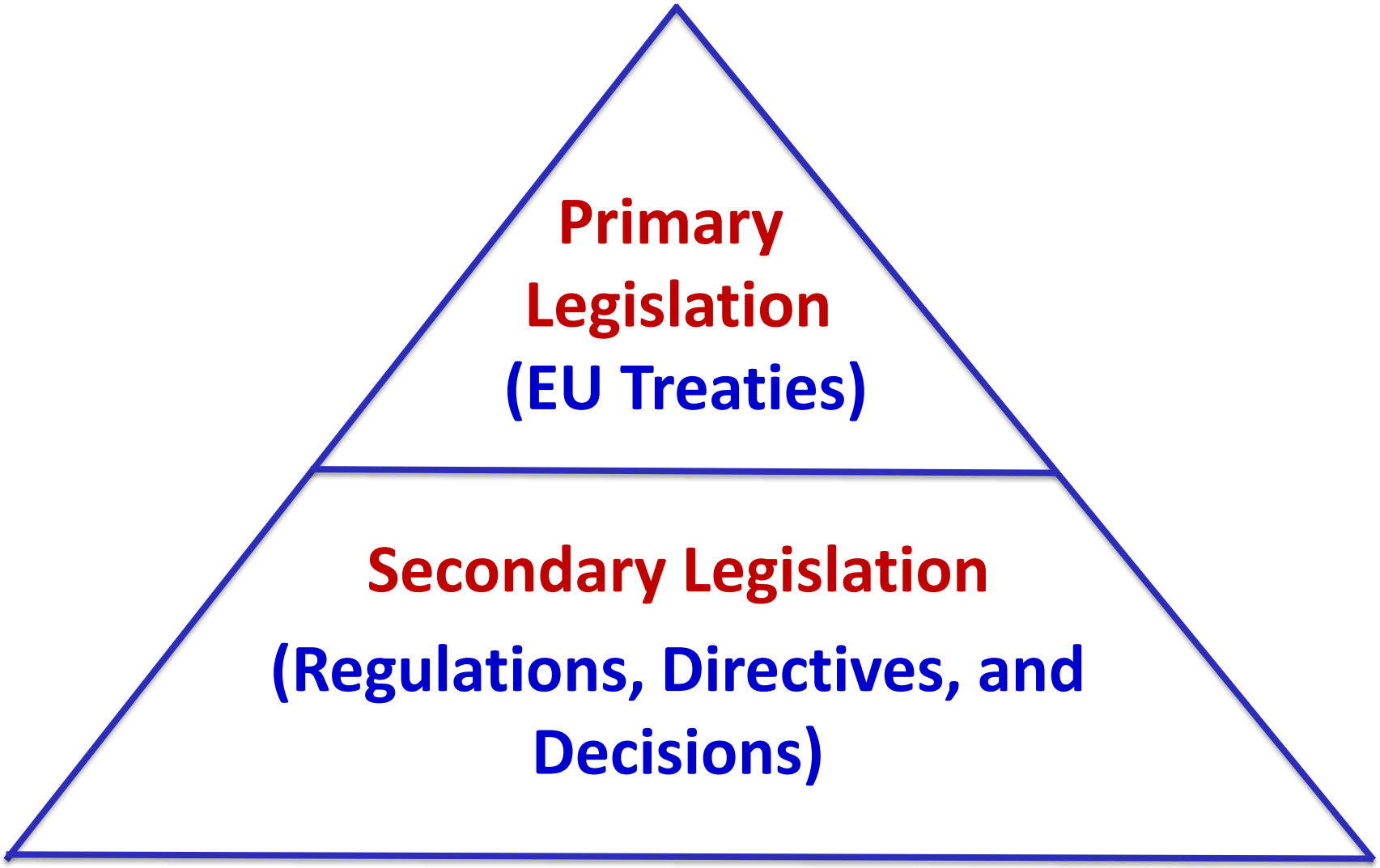


European union member state

European union timeline



Key Components of EU Law



Primary Legislation (EU Treaties)

EU Treaties are the foundational legal documents that establish the European Union (EU) and define its competences, powers, and functions.

They form the primary legal basis for all European Union actions, including the regulation of its internal market, economic policies, foreign relations, and, of course, aviation law.

Secondary Legislation
Regulations, Directives, and Decisions:

Regulations are binding on all EU member states and directly applicable (e.g., Regulation (EC) No 261/2004 on passenger rights).

Directives set out objectives but allow for flexibility in implementation by member states (e.g., Directive 2008/101/EC on emissions trading).

Decisions are directed at specific entities, like an individual member state or a company (e.g., State aid decisions).

EU Aviation regulation structure

Council of the European Union

European Council

European Court of Justice

European Parliament

European Commission

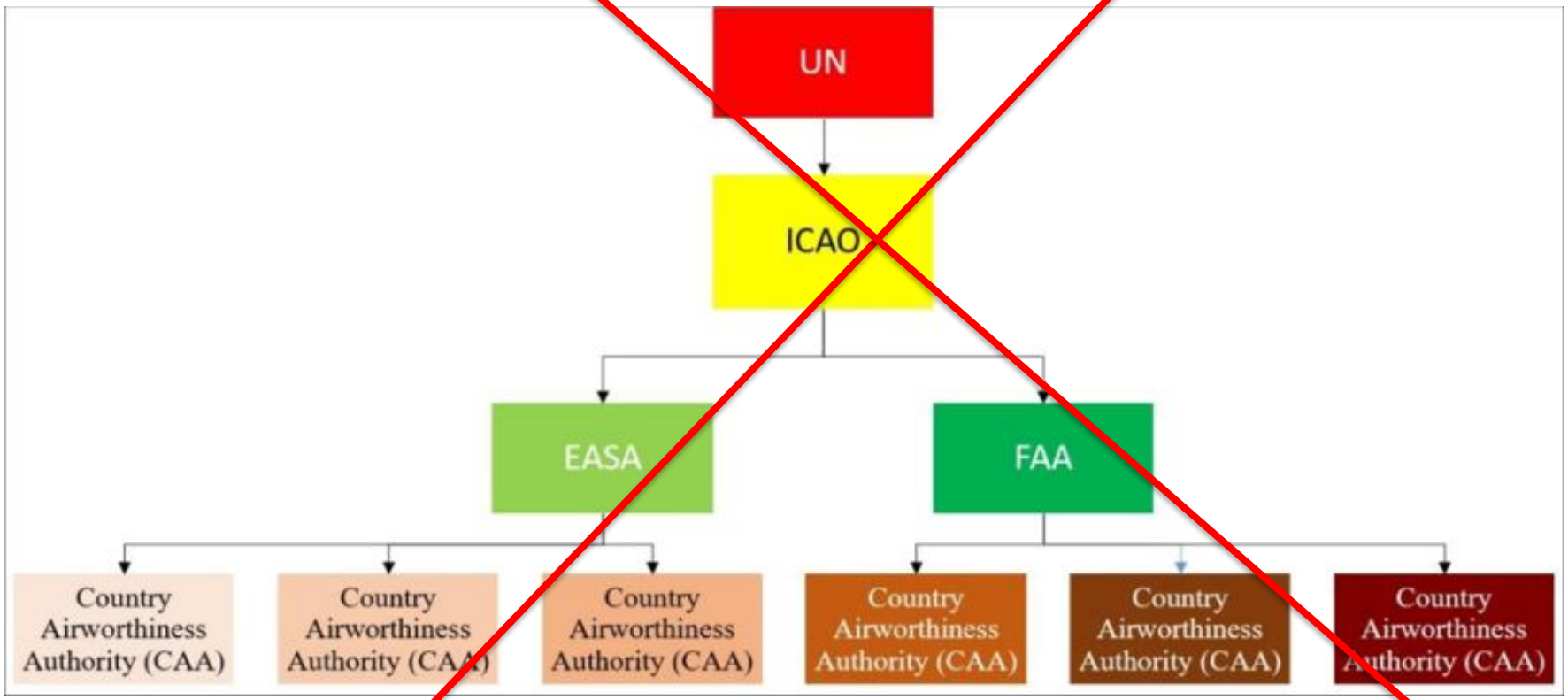
EASA

EU Aviation regulation structure

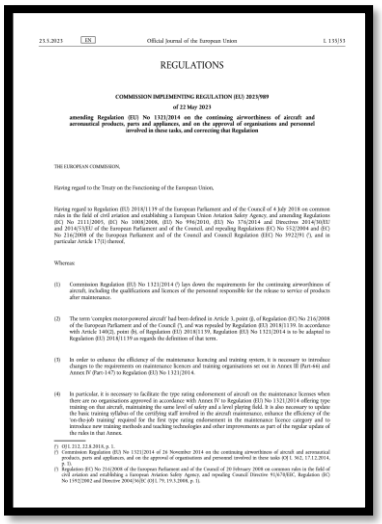
What is EASA?

The European safety agency (EASA) is an agency of the European union (EU) with regulatory and executive tasks in the field of civilian aviation safety.

EU Aviation regulation structure



EU Aviation regulation structure



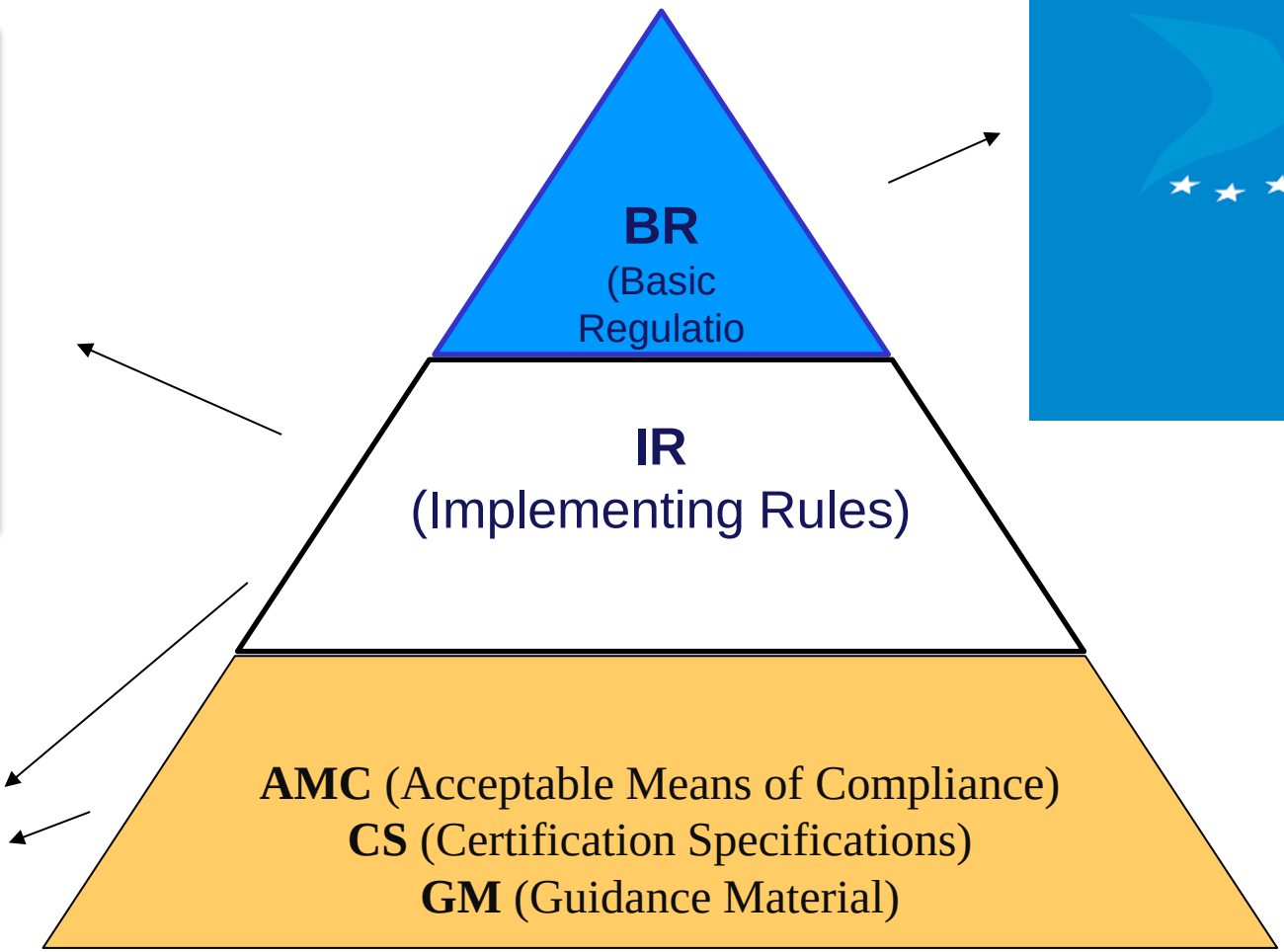
REGULATIONS

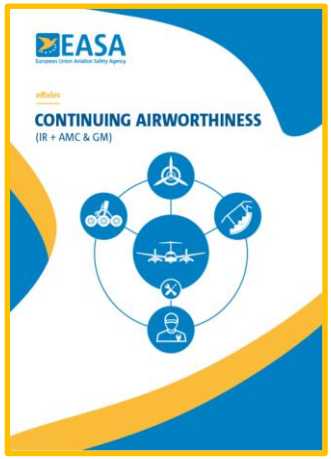
COMMISSION IMPLEMENTING REGULATION (EU) 2023/989
of 22 May 2023
amending Regulation (EU) No 1321/2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, and correcting that Regulation

THE EUROPEAN COMMISSION,

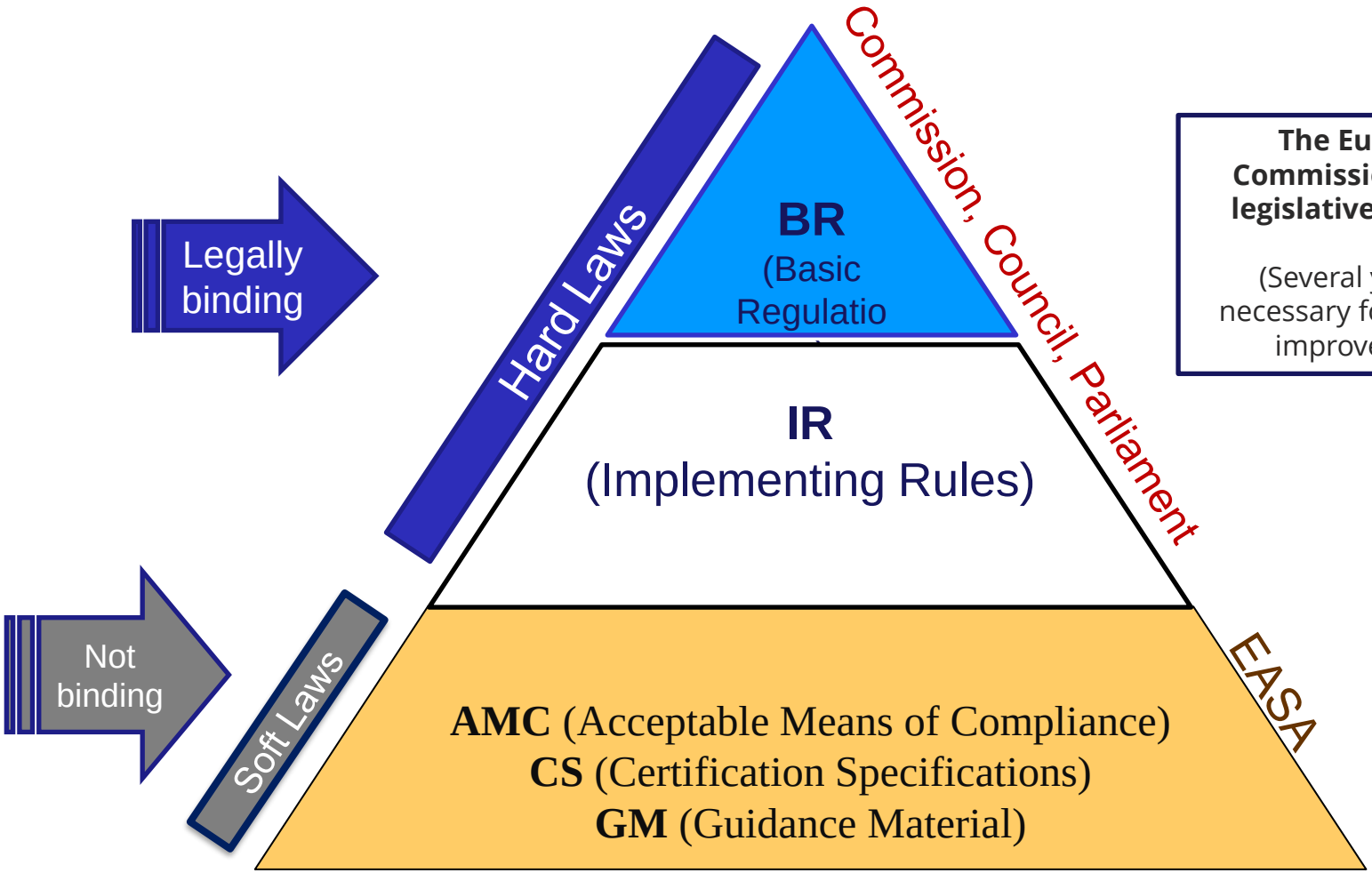
Having regard to the Treaty on the Functioning of the European Union,

Whereas:





EU Aviation regulation structure



The European Commission has the legislative initiative.

(Several years are necessary for changes / improvements)

EASA has the authority to allow deviations from adjustments to SOFT LAWS only.

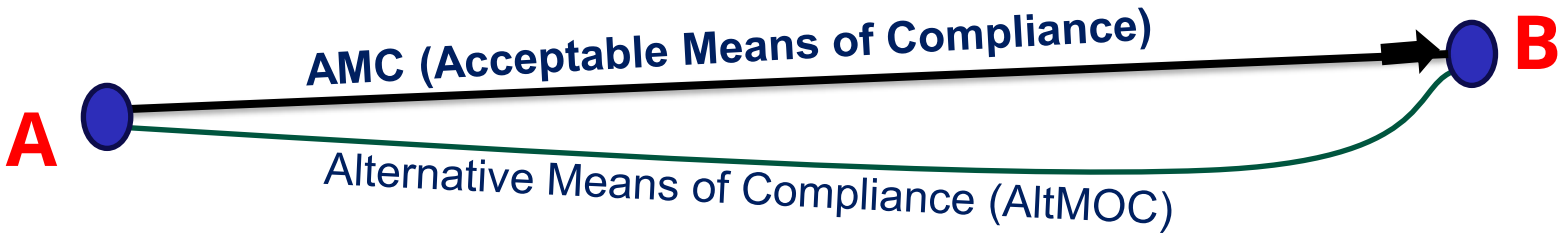
Special Conditions (SC) are non-binding special detailed technical specifications determined by the NAA for an aerodrome if the certification specifications established by the EASA are not adequate

Acceptable Means of Compliance (AMC):

AMCs are non-binding standards adopted by CAA to illustrate means to establish compliance with the Basic Regulation and CAD, Part, … (Implementing Rules).

The AMCs issued by CAA are not of a legislative nature.
They cannot create additional obligations on the regulated persons, who may decide to show compliance with the applicable requirements using other means.

Acceptable Means of Compliance (AMC) Vs. Alternative Means of Compliance (AltMoC)



Guidance Material (GM):

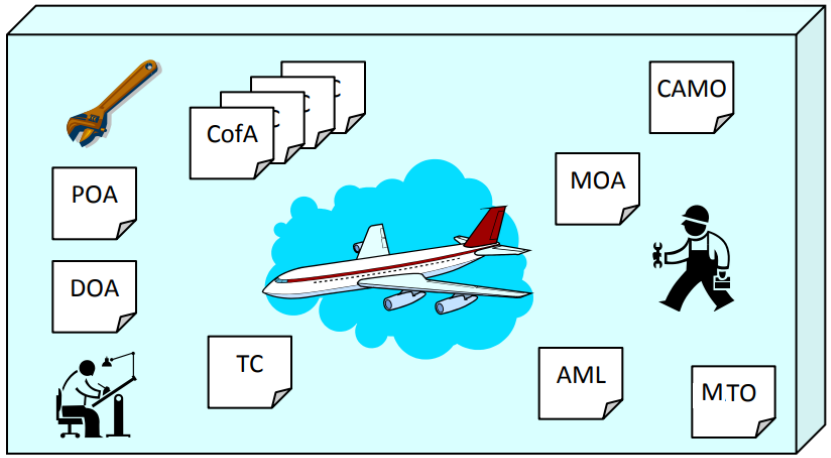
Helps to illustrate the meaning of a specification or requirement.

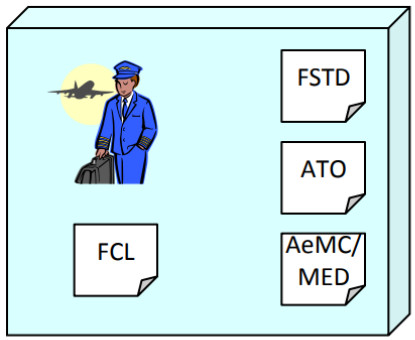
EASA regulation structure

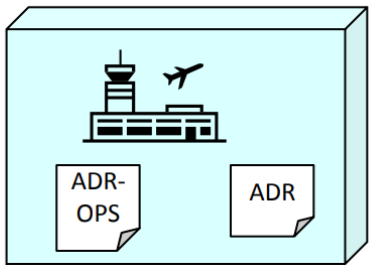
Implementing rule	Shall
Acceptable means of compliance	Should
Guidance material	Recommended/may

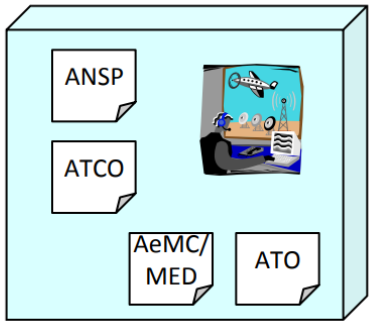
BR covers:

- Airworthiness and environmental protection of aircraft
- Pilots
- Air operations
- Aerodromes
- ATM/ANS and Air Traffic Controllers



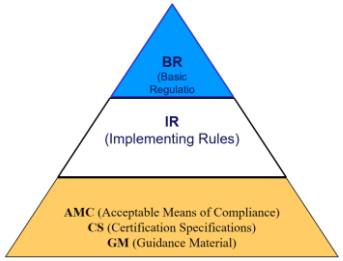


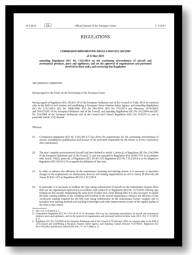




BR (Basic Regulation) 2018/1139

EU Aviation regulation structure





BR (Basic Regulation) 2018/1139

WHAT

Aircrew 1178

Air Operations 965

Continuing Airworthiness 1321

HOW

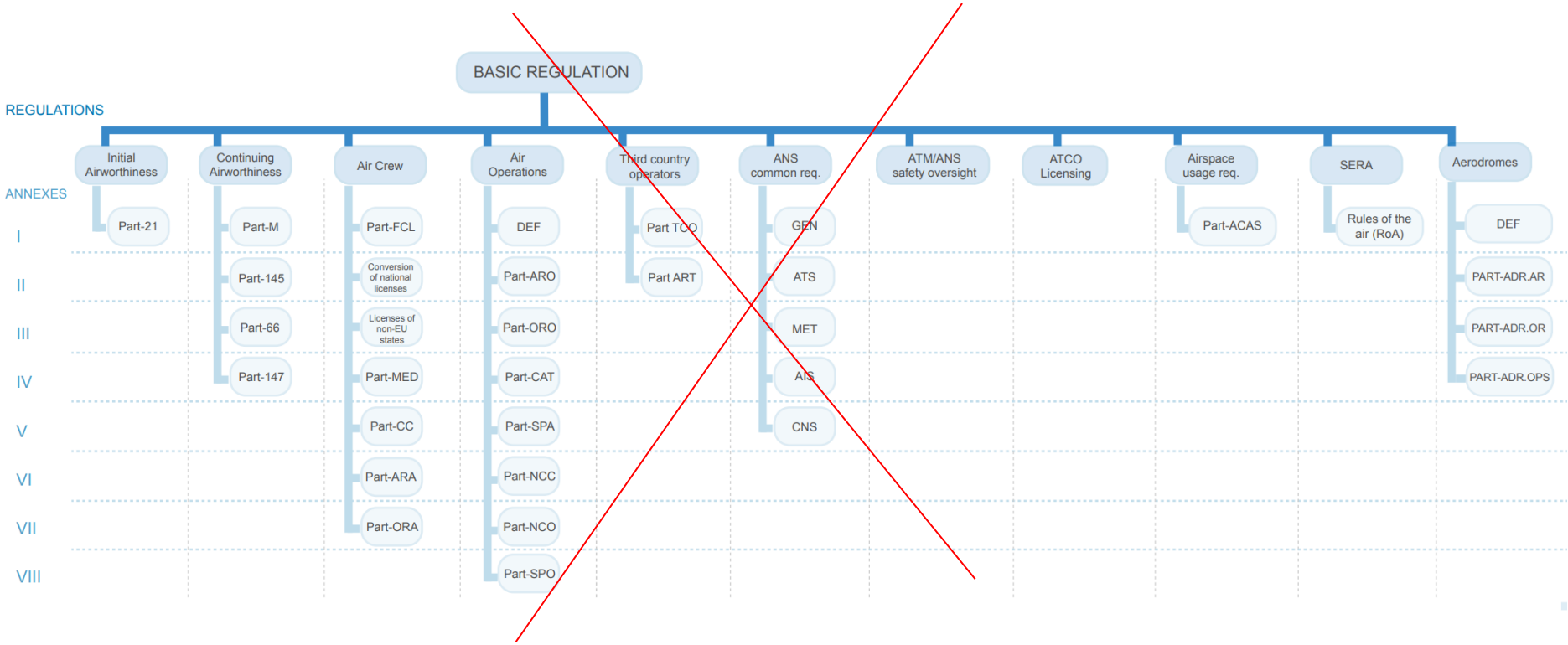
Annex I: Part-FCL
Annex II: Conversion of non-IR licences
Annex III: Licences of non-IR states
Annex IV: Part-MED
Annex V: Part-CC
Annex VI: Part-ARA
Annex VII: Part-ORA
Annex VIII: Part-DTO

Annex I: Definitions
Annex II: Part-ARO
Annex III: Part-ORO
Annex IV: Part-CAT
Annex V: Part-SPA
Annex VI: Part-NCC
Annex VII: Part-NCO
Annex VIII: Part-SPO

Annex I: Part-M
Annex II: Part-145
Annex III: Part-66
Annex IV: Part-147

Annex Va: Part-T
Annex Vb: Part-ML
Annex Vc: Part-CAMO
Annex Vd: Part-CAO

EU Aviation regulation structure



EU Aviation regulation structure

EASA
European Union Aviation Safety Agency

Latest information is available via https://www.easa.europa.eu/regulations *(including Acceptable Means of Compliance, Guidance Material (AMC/GM) and Certification Specifications (CS))*
View our FAQ's via https://www.easa.europa.eu/the-agency/faqs

	IR: Implementing Regulation DR: Delegated Regulation	Annexes
Basic Regulation	(EU) 2018/1139	
Initial Airworthiness	IR: (EU) No 748/2012	Annex I: Part 21 Annex II: Repealed Regulation – list of amendments Annex III: Correlation table
Additional airworthiness specifications for operations	IR: (EU) 2015/640	Annex I: Part-26
Continuing airworthiness	IR: (EU) No 1321/2014	Annex I: Part-M Annex II: Part-145 Annex III: Part-66 Annex IV: Part-147 Annex Va: Part-T Annex Vb: Part-ML Annex Vc: Part-CAMO Annex Vd: Part-CAO
Aircrew	IR: (EU) No 1178/2011	Annex I: Part-FCL Annex II: Conversion of non-EU licences Annex III: Licences of non-EU states Annex IV: Part-MED Annex V: Part-CC Annex VI: Part-ARA Annex VII: Part-ORA Annex VIII: Part-DTO
Air operations	IR: (EU) No 965/2012	Annex I: Definitions Annex II: Part-ARO Annex III: Part-ORO Annex IV: Part-CAT Annex V: Part-SPA Annex VI: Part-NCC Annex VII: Part-NCO

EU Aviation regulation structure

	IR: Implementing regulation DR: Delegated Regulation	Annexes
Basic Regulation	IR: (EU) 2018/1139	
Initial Airworthiness	IR: (EU) No 748/2012	Annex I: Part-21
Additional airworthiness specifications for operations	IR: (EU) 2015/640	Annex I: Part-26
Continuing airworthiness	IR: (EU) No 1321/2014	Annex I: Part-M Annex II: Part-145 Annex III: Part-66 Annex IV: Part-147 Annex Va: Part-T Annex Vb: Part-ML Annex Vc: Part-CAMO Annex Vd: Part-CAO

EU Aviation regulation structure

Reference	Designation	Topic
Annex I	Part-M	Continuing airworthiness standards – other-than-'light aircraft'
		Includes Subpart F and Subpart G organisation requirements, applicable only until 24-Sep-2021
Annex II	Part-145	Maintenance organisation (all types of aircraft types and operation)
Annex III	Part-66	Maintenance licensing
Annex IV	Part-147	Maintenance training organisation
Annex Va	Part-T	Requirements for 3rd country a/c dry leased by an AOC
Annex Vb	Part-ML	Continuing airworthiness standards – 'light aircraft'
Annex Vc	Part-CAMO	Continuing airworthiness management organisation (all types of aircraft types and operation)
Annex Vd	Part-CAO	Combined (continuing airworthiness management and/or maintenance) organisation – non-complex aircraft and non-licenced air carrier

Note: the (unofficial) denomination 'Light aircraft' means the following non-complex motor-powered aircraft:

- aeroplanes up to 2730 Kg MTOM
- rotorcraft up to 1200 Kg MTOM / max 4 occupants
- other ELA2 aircraft.

EU Aviation regulation structure

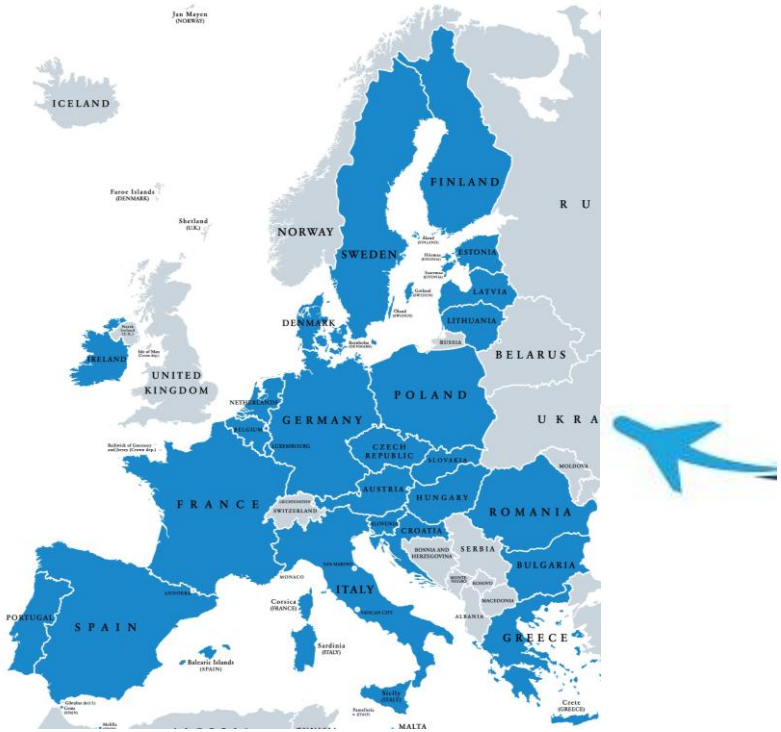
Part T is applicable to aircraft registered in a third country (means a non EU country) and whose oversight has not been delegated to a Member State.

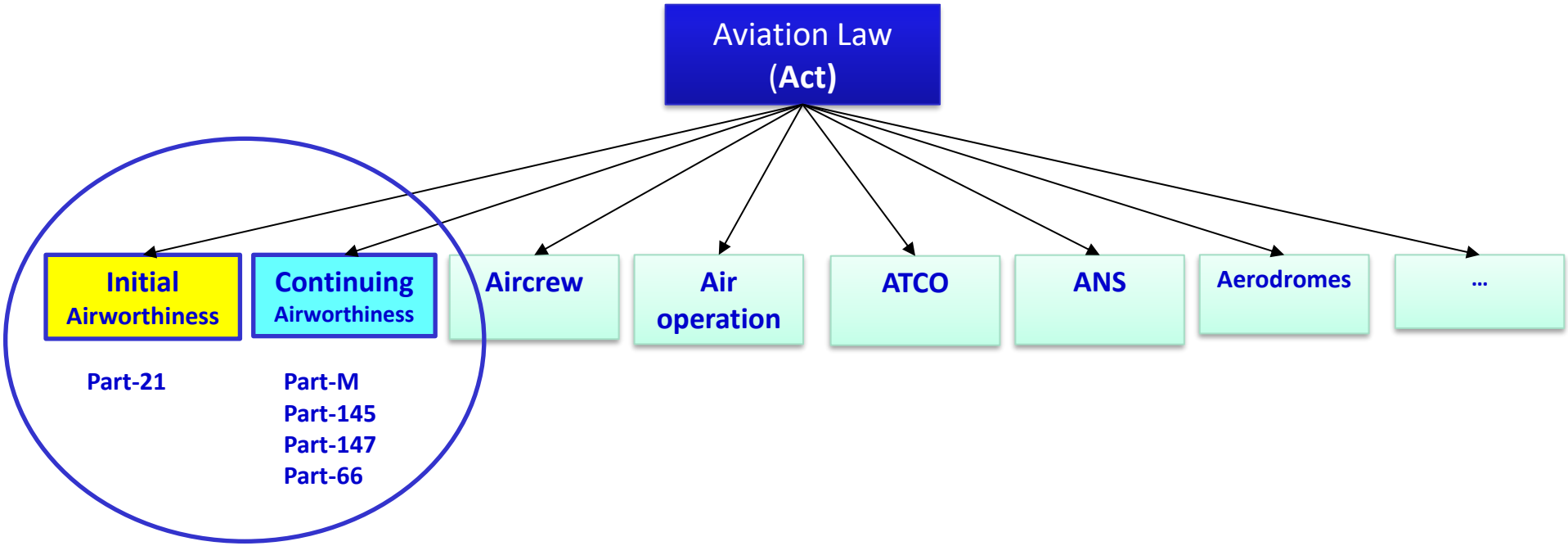
Part T concerns the airworthiness management of aircraft which are leased for a short term (Short term is identified as less than 7 months).

In particular it accepts that for a short term lease the aircraft may not be "fully compliant" with all EASA requirements, instead focusing on the need to demonstrate compliance with ICAO requirements.

In accordance with the requirements of ORO.AOC.110 (a) any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority. (Without prejudice to Regulation (EC) No 1008/2008)

The CAMO carries the responsibility for the airworthy condition of the aircraft for which it performs the continuing airworthiness management; it should thus be satisfied before the intended flight that all required maintenance has been properly carried out by a maintenance organisation.




Aviation Law
(Act)
Initial
Airworthiness
Continuing
Airworthiness
Aircrew
Air
operation
ATCO
ANS
Aerodromes
...
Part-21
Part-M
Part-145
Part-147
Part-66

Airworthiness

Initial Airworthiness

Part-21

Continuing Airworthiness

Part-147
Part-66
Part-M
Part-145

Part-T
Part-CAMO
Part-ML
Part-CAO

EASA

Initial Airworthiness

Part-21

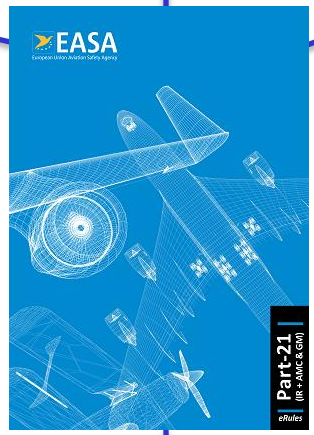
Part-21

Articles
1-12

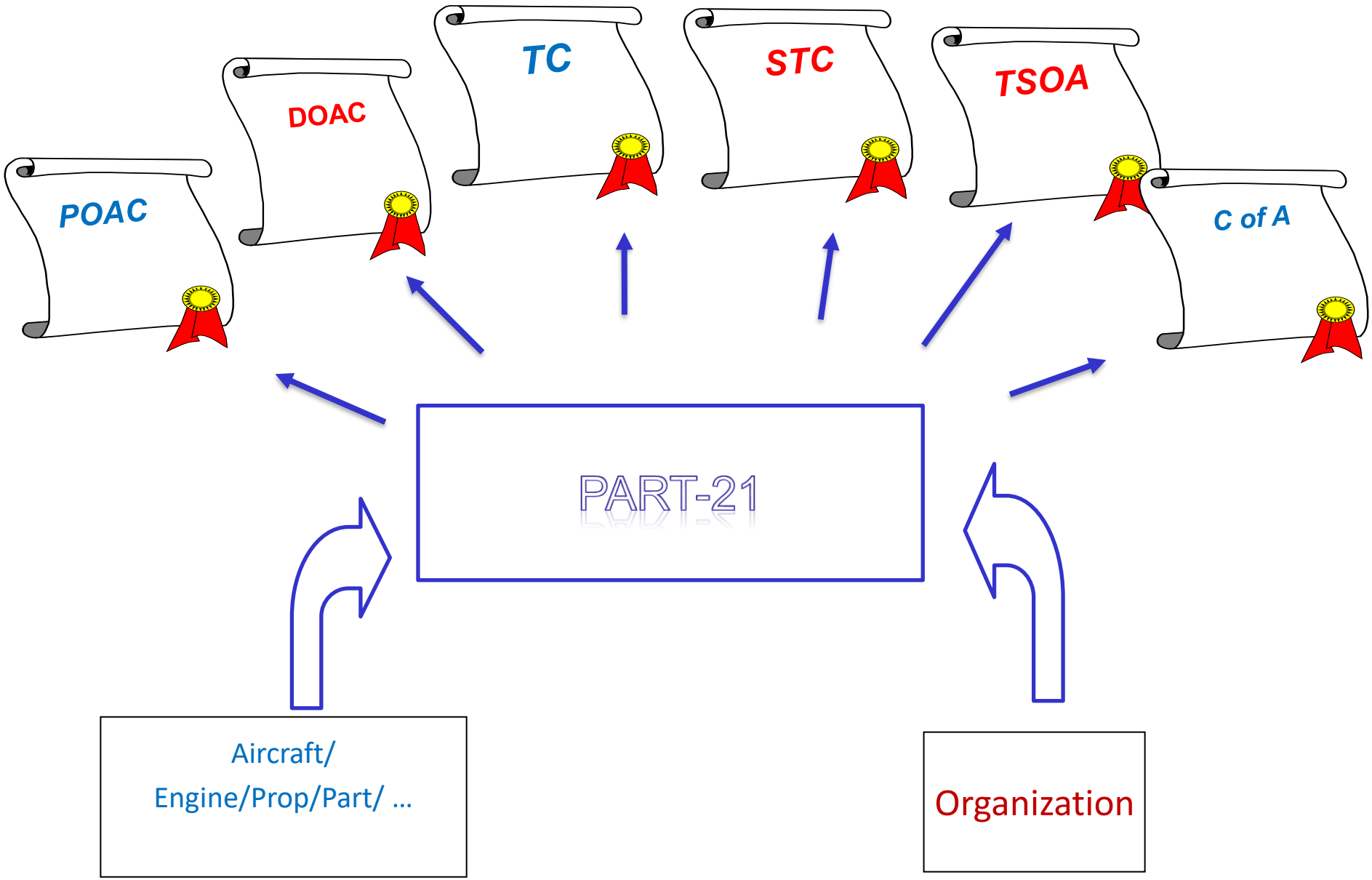
Section B
Procedures for CAA

Section A
Requirements for applicants

Subpart A to Q



Appendixes
I-XII


POAC
DOAC
TC
STC
TSOA
C of A
PART-21
Aircraft/
Engine/Prop/Part/ …
Organization

A

Subpart A: GENERAL PROVISIONS

- **Scope**

- **Coordination between design and production**

Each holder of a TC (type-certificate), RTC (restricted type-certificate), STC (supplemental type-certificate), ITSO authorisation, approval of a change to type design or approval of a repair design, shall collaborate with the production organization as necessary

- **AD**

The CAA shall issue an airworthiness directive when:

1. an unsafe condition has been determined by the CAA to exist in an aircraft, as a result of a deficiency in the aircraft, or an engine, propeller, part or appliance installed on this aircraft; and
2. That condition is likely to exist or develop in other aircraft.

Note:

Subpart A: **GENERAL PROVISIONS**

AMC	(AltMoC)	AMOC	MC
Acceptable Means of Compliance	Alternative Means of Compliance	Alternative Methods of Compliance	Means of Compliance (MOC)
A means by which a specification contained in an **airworthiness code** or a requirement in an implementing rule can be met.	Since AMCs are non-binding, regulated persons may choose alternative means to comply with the rule.	An AMOC to an AD is a different way of meeting the intent of an AD. Applicants seeking AMOC to an AD approval need to ensure and demonstrate that an equivalent level of safety is achieved compared to the compliance with the original AD.	MOC/MC: 0,1,2,3,4,5,6,7, 8,9

Note:

Subpart A: **GENERAL PROVISIONS**

Compliance Vs Conformity

Compliance

This inspection provides an opportunity to determine compliance with applicable requirements.

Conformity

An inspection that may be necessary to determine that completed production products and related parts conform to the approved type design and are in a condition for safe operation.

Note:

Subpart A: **GENERAL PROVISIONS**

Type design:

1. Drawings, Specifications, Listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable type-certification basis and environmental protection requirements;

2. Information on materials and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;

3. an approved airworthiness limitations section of the instructions for continued airworthiness as defined by the applicable certification specifications; and

4. any other data allowing by comparison the determination of the airworthiness and, if relevant, the environmental characteristics of later products of the same type.

Note:

Subpart A: **GENERAL PROVISIONS**

"Operational Suitability Data (OSD)"

Data, which are part of an aircraft TC/ STC,
consisting of all of the following:

- the minimum **syllabus** of pilot type rating training, including Flight crew data
- the definition of scope of the aircraft validation source data to support the objective qualification of simulators or Simulator data
- the minimum **syllabus** of maintenance certifying staff type rating training, Maintenance certifying staff data
- determination of type or variant for Cabin crew data (CCD)
- the MMEL (Master minimum equipment list).

Note:

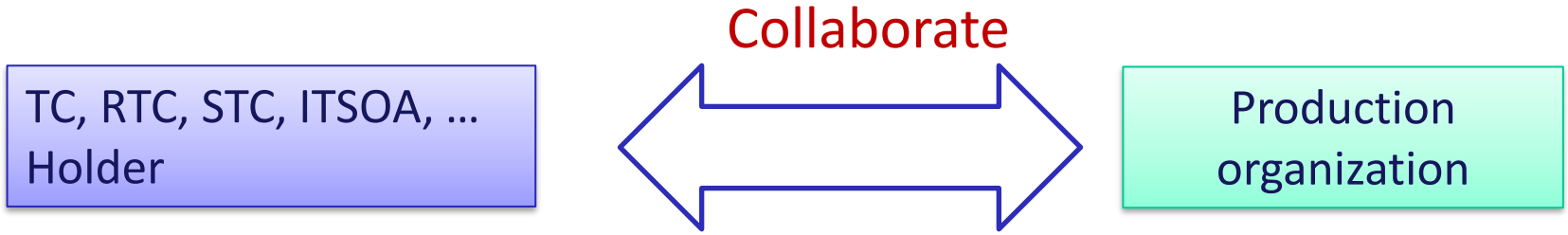
Subpart A: **GENERAL PROVISIONS**

Coordination between design and production

21.A.4 Each holder of a TC, RTC, STC, ITSOA, approval of a change to type design or approval of a repair design, shall:

1- collaborate with the production organization as necessary to ensure the satisfactory coordination of design and

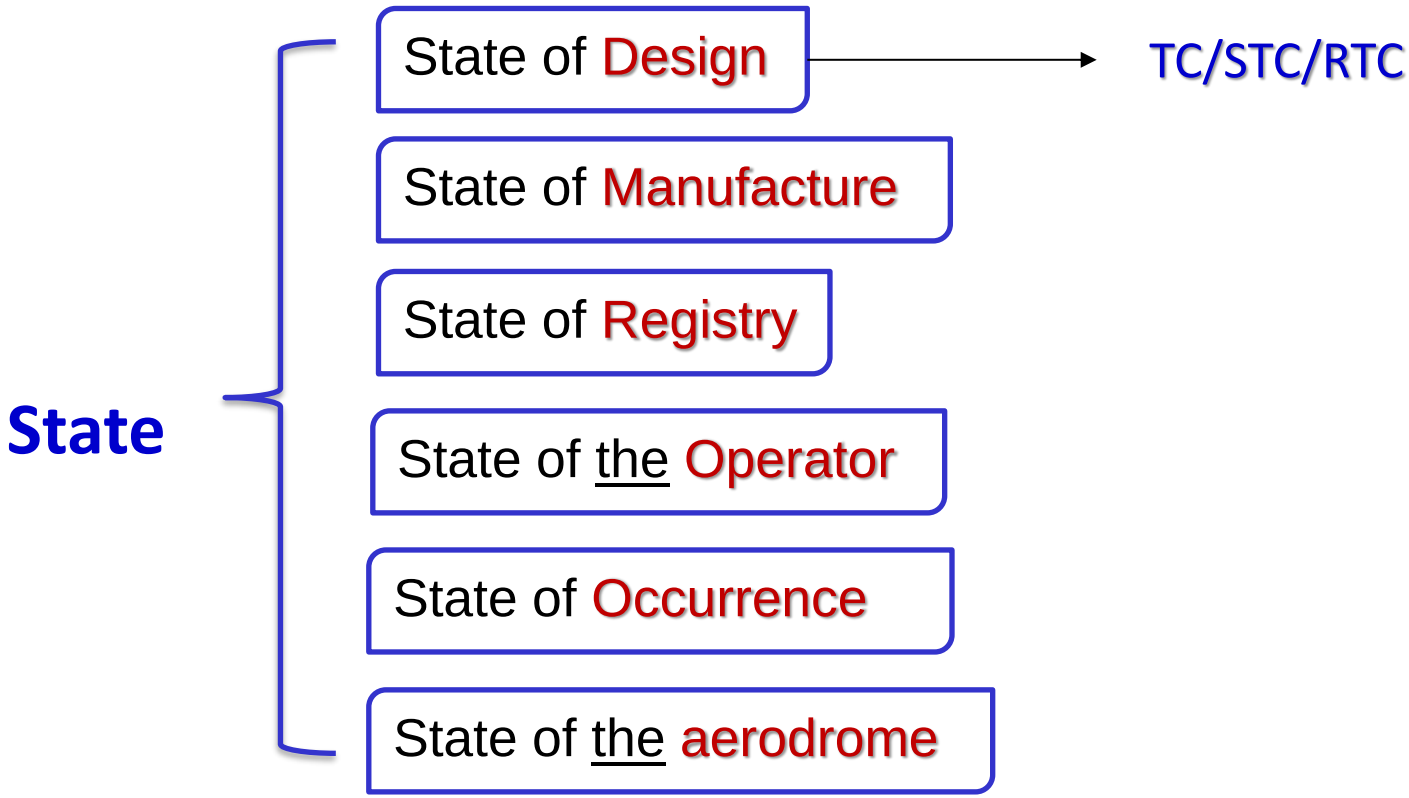
2- the proper support of the continued airworthiness of the product, part or appliance



B Subpart B: TC & RTC & TVC

The procedure for issuing:

- Type Certificates for products, and
- Restricted Type Certificates for aircraft, and
- Type Validation Certificate for aircraft and engine, and
- establishes the rights and obligations of the applicants for, and holders of, those certificates



The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

The State on whose register the aircraft is entered.

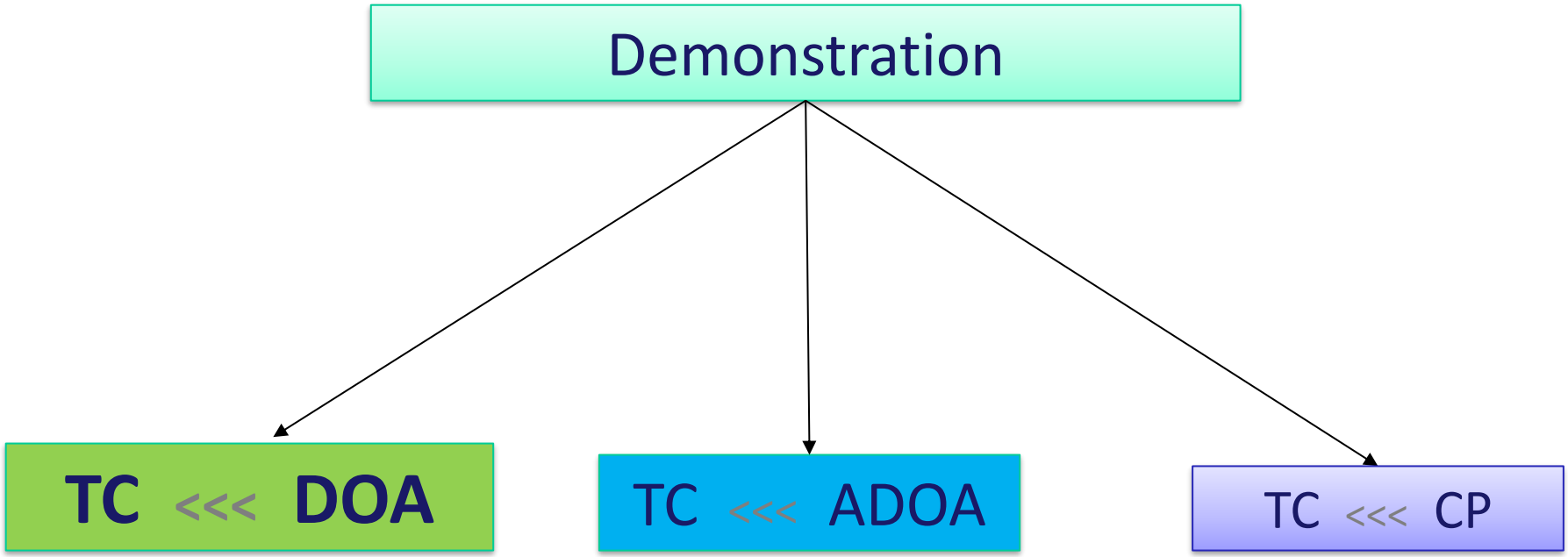
The State in the territory of which an accident or incident occurs.

The State having jurisdiction over the organization responsible for the type design.

The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

The State in whose territory the aerodrome is located.

Subpart B: **TC**



1. Aircraft
2. Engine
3. Propeller

1. **a piston engine;**
2. **a fixed or variable pitch propeller;**
3. ILA2 aircraft
4. an engine or a propeller installed ILA2 aircraft.

1. an ILA1 aircraft;
2. an engine or a propeller installed ILA1 aircraft

D

Subpart D
Approval of change to TC

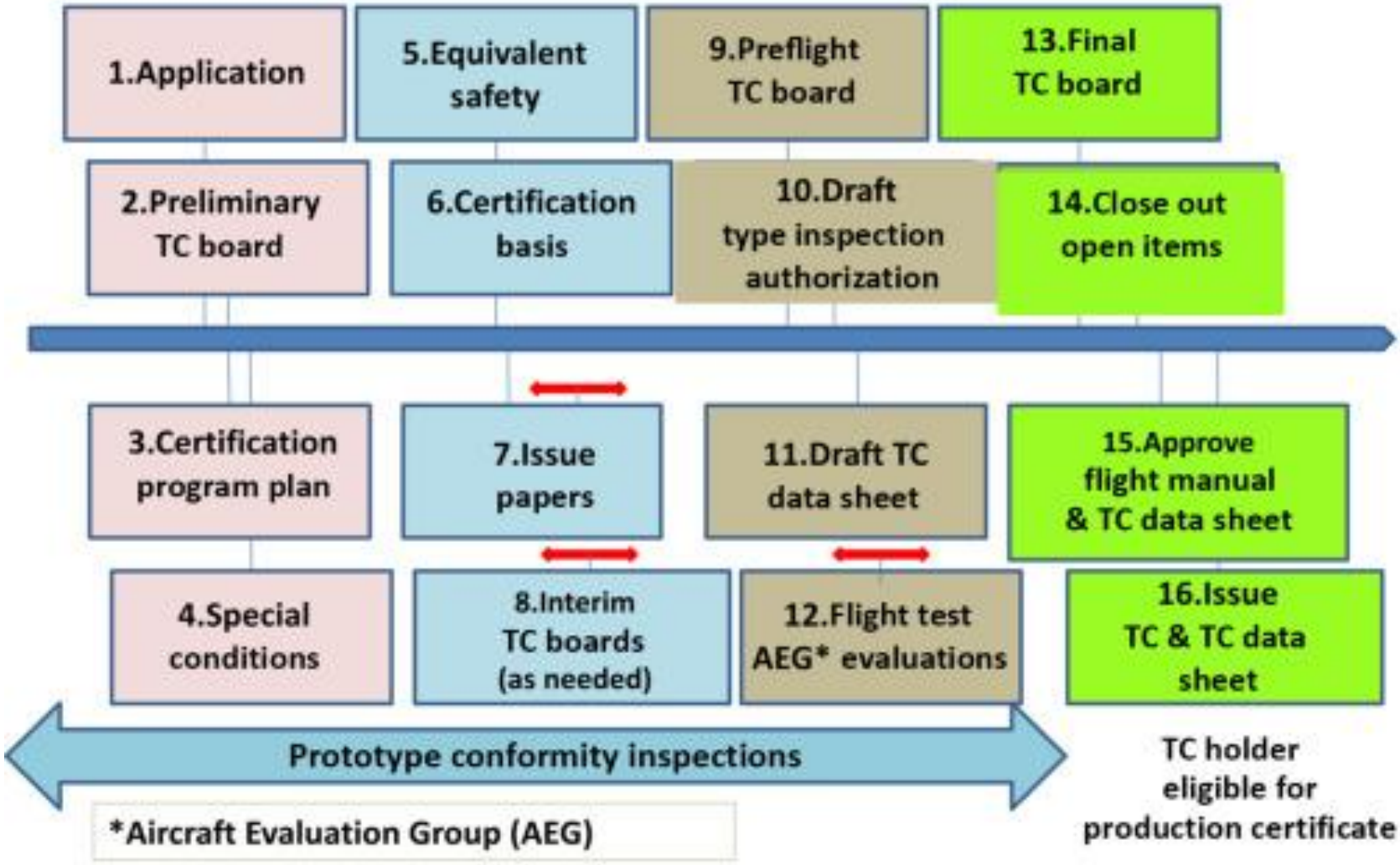
Different Classifications of Changes – Consider Certification Basis (related to change of product)

Major Changes promulgated by the TC, for Minor changes – no restriction for applicant.

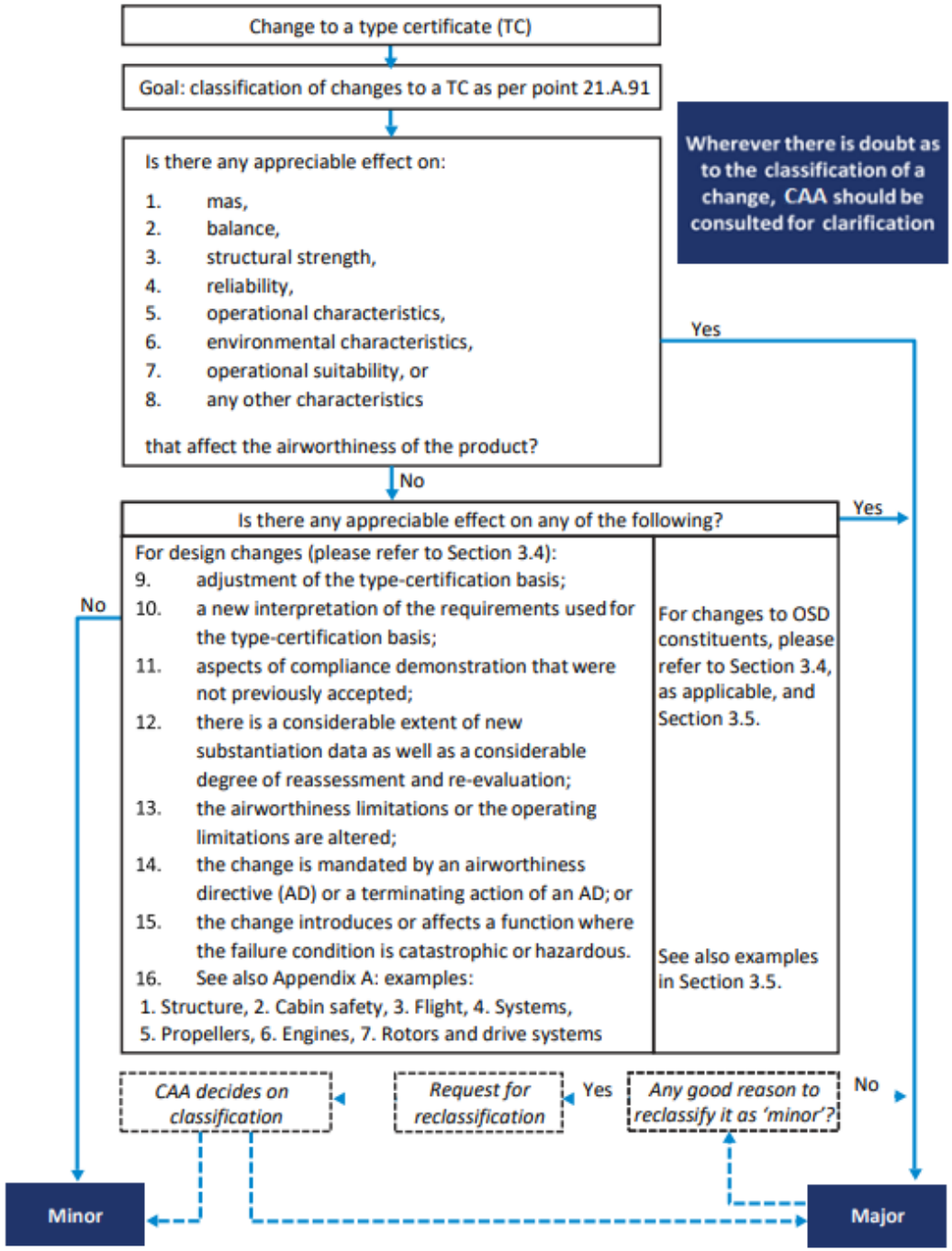
A '**minor change**' is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, OSD data or other characteristics affecting the airworthiness of the product,

All other changes are '**major changes**'

Type Certification (TC) procedure



Classification Process


Change to a type certificate (TC)
Goal: classification of changes to a TC as per point 21.A.91
Is there any appreciable effect on:
1. mas,
2. balance,
3. structural strength,
4. reliability,
5. operational characteristics,
6. environmental characteristics,
7. operational suitability, or
8. any other characteristics
that affect the airworthiness of the product?
Wherever there is doubt as to the classification of a change, CAA should be consulted for clarification
Yes
No
Is there any appreciable effect on any of the following?
Yes
No
For design changes (please refer to Section 3.4):
9. adjustment of the type-certification basis;
10. a new interpretation of the requirements used for the type-certification basis;
11. aspects of compliance demonstration that were not previously accepted;
12. there is a considerable extent of new substantiation data as well as a considerable degree of reassessment and re-evaluation;
13. the airworthiness limitations or the operating limitations are altered;
14. the change is mandated by an airworthiness directive (AD) or a terminating action of an AD; or
15. the change introduces or affects a function where the failure condition is catastrophic or hazardous.
16. See also Appendix A: examples:
1. Structure, 2. Cabin safety, 3. Flight, 4. Systems,
5. Propellers, 6. Engines, 7. Rotors and drive systems
For changes to OSD constituents, please refer to Section 3.4, as applicable, and Section 3.5.
See also examples in Section 3.5.
CAA decides on classification
Request for reclassification
Yes
Any good reason to reclassify it as 'minor'?
No
Minor
Major

Appendix A to GM 21.A.91
Examples of Major Changes per discipline

E

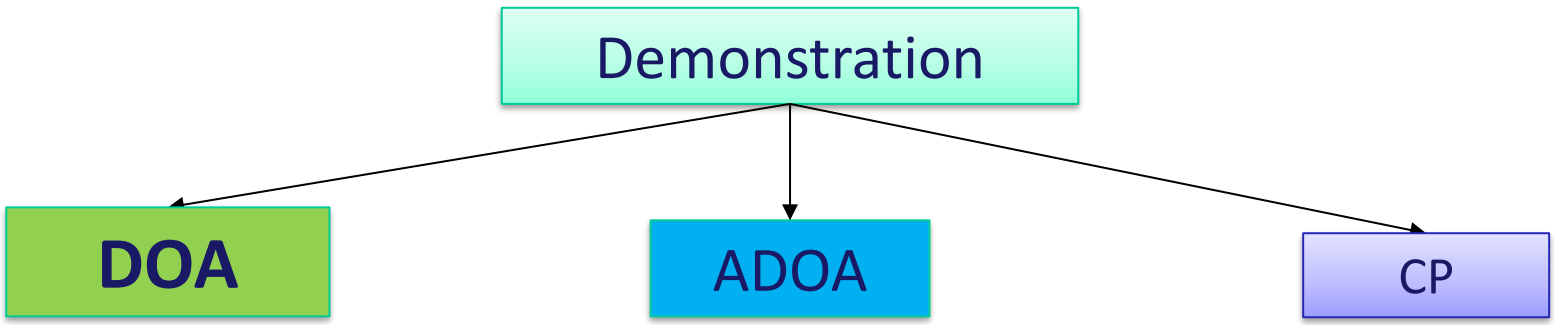
Subpart E

Supplemental Type Certificates (STC)

Relates to Approval process for Major Changes to a product typically where the Applicant is not the TC Holder.

Includes requirement to determine the obligations to enter into agreement with the TCH, Concerns the Issue of a STC Holder.

Note that the application for an STC is typically accepted from a Part 21 DOA Holder (Subpart J)



F

Subpart F

Production without POA

Used when Subpart G is not appropriate, or as part of a development process where release of product, part or appliance is needed prior to the subsequent certification and issuance of Subpart G approval

Relates to Statement of Conformity & typically requires validation of each production release certificate by a representative of the local Airworthiness Authority.

G

Subpart G

Production Organization Approval (POA)

G

Subpart G
Production Organisation Approval (POA)

- Concerns the rules for showing compliance of products, parts & appliances with the relevant design data.
- Requires Production Organisation Exposition (POE)
- Requires Quality System, with associated competent Personnel,
- Strong link between the Design Organisation and associated Production Organisation
- May Include the potential need for Flight Test
- Issue of **Form 1:** Conformity to design data, safe for operation

and

- Issue of **Form 52:** (statement of conformity) for complete aircraft.

G

Subpart G - POA

1. Upon presentation of a Statement of Conformity (CAA Form 52) for an **aircraft** under 21A.174,
obtain an aircraft **C of A** and a Noise certificate without further showing.

2. For **products, parts or appliances**
issue authorised release certificates (CAA Form 1) under 21A.307 without further showing.

G

Subpart G - POA

- Manufacturing data
- Facility
- Staff
- POE
- Quality System

H

Subpart H
Airworthiness Certificates

New Aircraft Certificate of Airworthiness
issued upon presentation to the CAA of a Statement of Conformity iaw the requirements of Subpart F or G or with an export certificate of airworthiness

Used aircraft a C of A is issued upon presentation of Airworthiness Review Certificate (**ARC**) internal
Airworthiness status report plus additional data (STC's Mods & Repairs weight & balance, Flight Manual, records together with ARC recommendation.

I

Subpart I

Noise Certificates

New aircraft – Noise certificate issued upon presentation of relevant documentation

Used aircraft – Noise certificate issued upon presentation of noise information and appropriate Records.

Additional information related to Noise Certificates Reference to ICAO Annex 16 & (CS) Certification Specification 36.

J

Subpart J

Design Organization Approval (DOA)

J

Subpart J

Design Organisation Approval (DOA)

A Design Organisation Approval is the recognition that a Design Organisation complies with the requirements of Part 21 Subpart J.

- The privileges of the DOA,
- How the Design Assurance System functions.
- Requires a Design Organisation Handbook,
- Consideration of the relationship with the Production Organisation Approval (POA)

Subpart J- DOA

J

DOA is need for an applicant for:

- TC
- STC
- Major repair
- ITSO for APU
- Minor & Major change

An Organization designing:

- a piston engine, or
- a fixed or adjustable pitch propeller, or
- an aircraft belonging to ELA 1 or ELA 2 Category, or
- an engine or a propeller installed in an ELA1 or ELA 2 aircraft

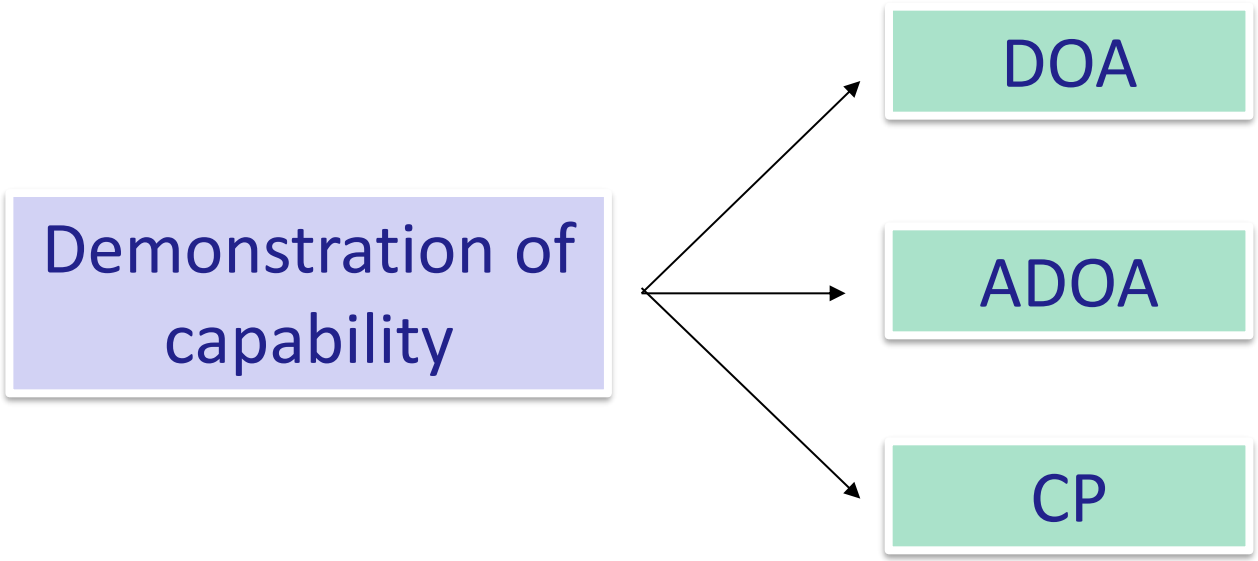
is **exempt** from being required to have a DOA. (See 21.A.14(b) and (c))

Subpart J- DOA

J

Activity ??	Part-21 Reference
❑ Type Certification (TC)	Subpart B (21.A.14)
❑ Supplemental Type Certificate (STC)	Subpart E (21.A.113)
❑ Approval of Major Design Changes	Subpart D (21.A.95)
❑ Approval of Minor Design Changes	Subpart D (21.A.93)
❑ Approval of Major Repairs	Subpart M (21.A.431)
❑ Approval of Minor Repairs	Subpart M (21.A.435)
❑ Approval of Instructions for Continued Airworthiness (ICA)	Subpart B (21.A.61)
❑ Environmental Certification	Subpart B (21.A.18)
❑ Design and Certification of Parts and Appliances	Subpart O (21.A.601)
❑ Permit to Fly Issuance	Subpart P (21.A.701, 21.A.711)
❑ Approval of Flight Conditions for Permit to Fly	Subpart P (21.A.710)
❑ Compliance Verification	Subpart J (21.A.239(b)(2))
❑ Issuing EASA Form 1	Subpart F (21.A.130(b))

Subpart J- DOA



Certification programme for a specific project **(CP)**

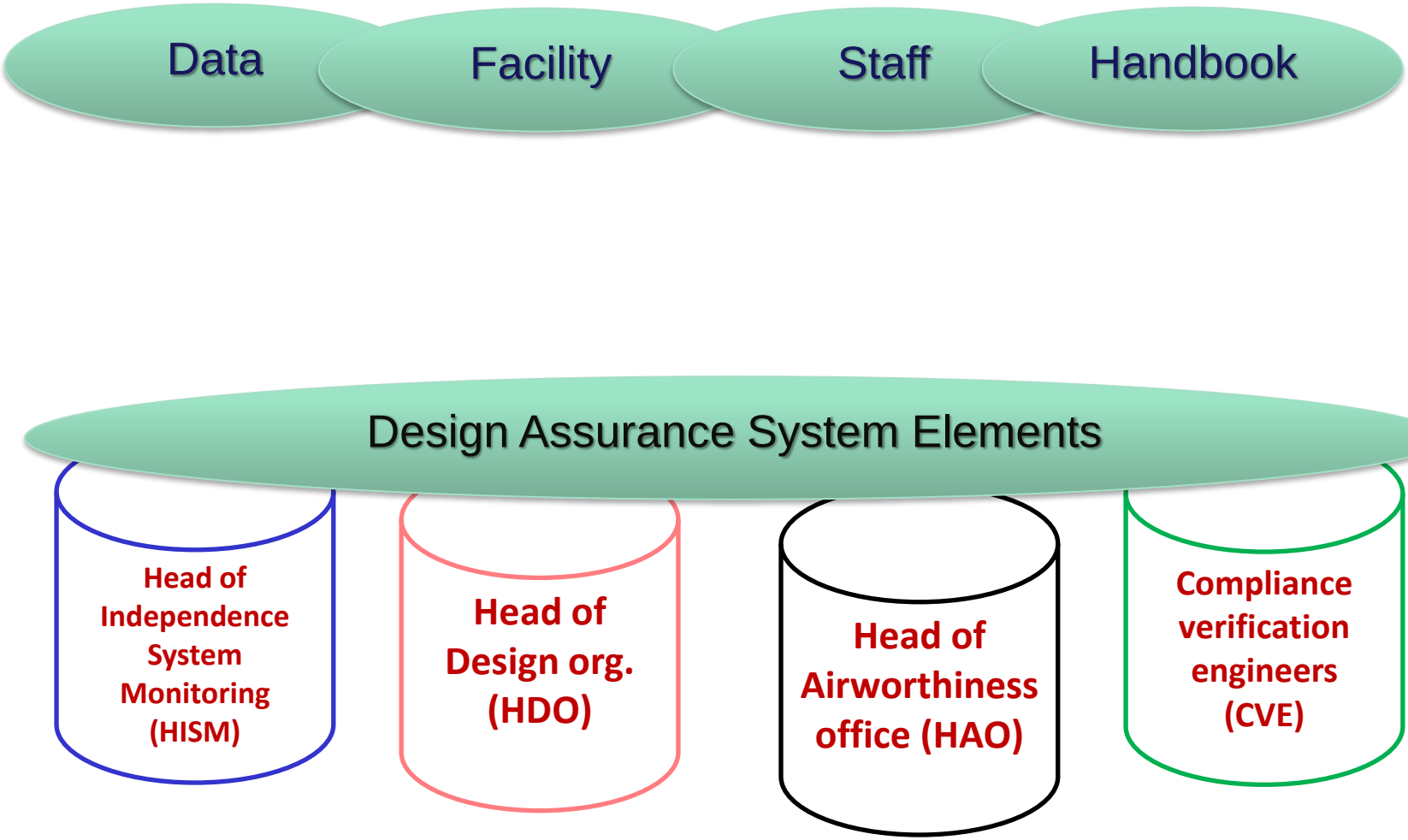
ADOA (Alternative Procedures to Design Organisation Approval)
An ADOA approval is the recognition that a Design Organisation complies with certain criteria of Part 21. This is done by implementing procedures setting out the specific design practices, resources and sequence of activities necessary to comply with the various Subparts of Part 21 dealing with design approval processes.

J

	Demonstration of capability			
Type of design	DOA	ADOA	CP	None
Aircraft Type Design				
All Aircraft	yes			
ELA 2*	yes	yes		
ELA 1*	yes	yes	yes	
Engine Type Certificate				
All Engines	yes			
Piston Engine	yes	yes		
Engine installed in ELA2 Aircraft	yes	yes		
Engine installed in ELA1 Aircraft	yes	yes	yes	
Propeller Type Certificate				
All propellers	yes			
Fixed or adjustable pitch propeller	yes	yes		
Propeller installed in ELA2 Aircraft	yes	yes		
Propeller installed in ELA1 Aircraft	yes	yes	yes	
Supplemental Type Certificate (STC)				
All STCs	yes			
STC Group 1**	yes			
STC Group 2**	yes	yes		
STC on ELA1 or its engine or propeller	yes	yes	yes	
Minor Changes	yes	yes	yes	yes
Repairs				
Minor	yes	yes	yes	yes
Major	yes	yes***		
Major on ELA1 or its engine or propeller	yes	yes	yes	
ETSO Authorisation (ETSOA)	yes	yes		

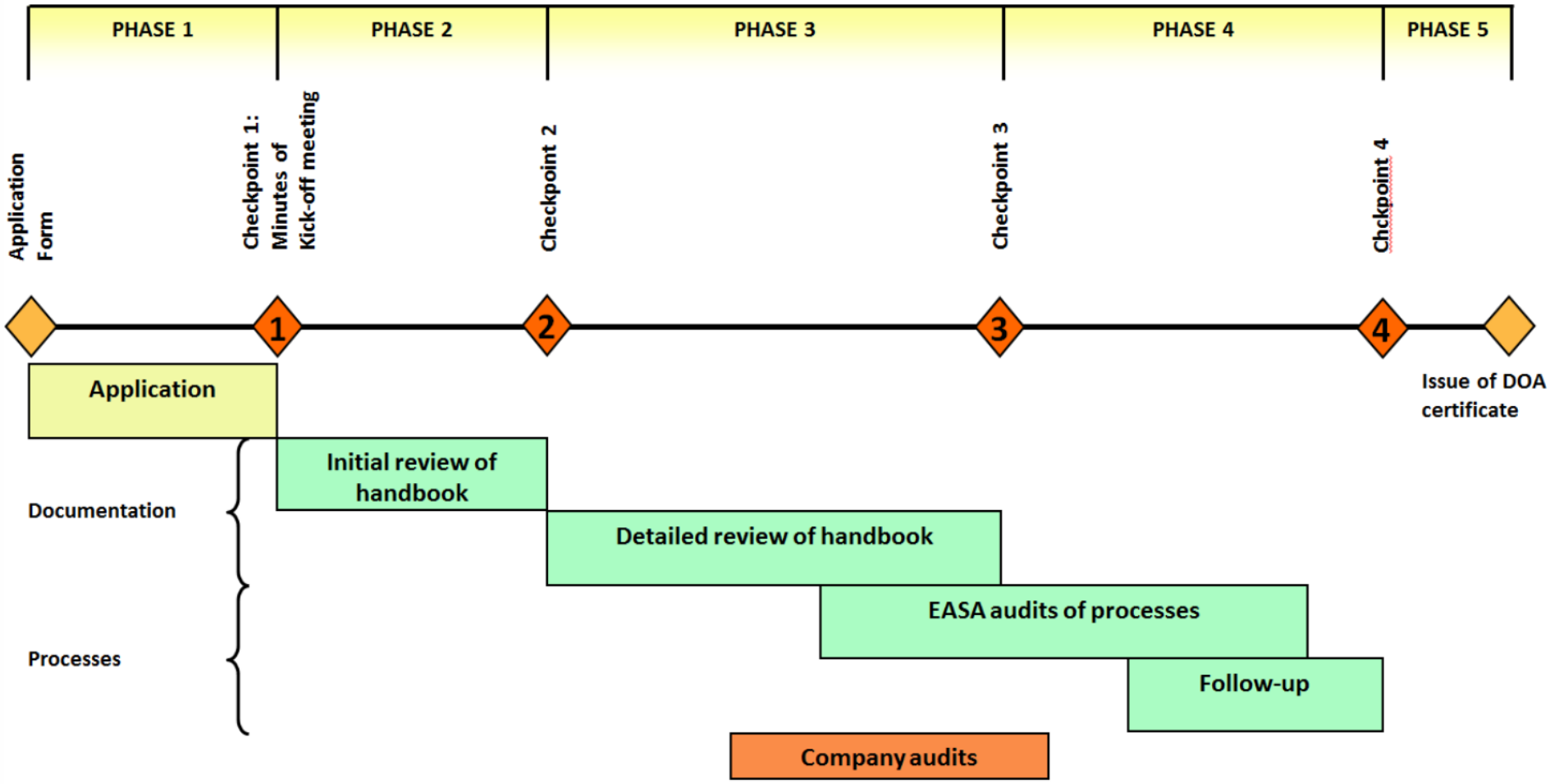
Subpart J- DOA

DOA Elements



Subpart J- DOA

Design Organisation Handbook (DOH) and Procedures



K

Subpart K
Approval of Parts & Appliance

Shows compliance of the part or appliance with the applicable requirements:

- Through the Type Certification process concerns Subparts B, D, and or E) or
- Through the Technical Standing Order (TSO) Authorisation concern Subpart O

Considers also Standard Parts (In some cases commercial parts)

Note – Part or appliance are only eligible for installation in a type-certificated product when accompanied by an Authorised Release Certificate certifying airworthiness, and in addition the parts are marked in accordance with Subpart Q.

L

Subpart l

EXPORT CERTIFICATE OF AIRWORTHINESS

This Subpart establishes the procedure for issuing

- Export certificate of airworthiness for an aircraft and
- CAA Form1 (authorized release certificates) for the export of an engine, part and appliance and

Rules governing the holders of those approvals.

M

Subpart M

Repairs

M

Subpart M - **Repairs**

21A.431

- This Subpart establishes the procedure for the approval of **repair design**
- A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.
- Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.

Note: Damage left unrepaired needs evaluating similar to any other repair.

Subpart M - **Repairs**

M

Repair classification

- **Major repairs** shall be approved by the:
  - Type Certificate Holder (TCH) or
  - Supplemental Type Certificate Holder (STCH) or
  - CAA.

- **Minor repairs** may be approved by
  - any appropriately approved DOA holder or
  - by CAA.

Note: Restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.

Subpart M - **Repairs**

M

Classification can be made by either the CAA or by an appropriately approved DOA.

Production of repair parts shall be wither:

- Under subpart F, or
- By an appropriately approved POA holder, or
- By an appropriately approved maintenance organization.

O

Subpart O

Technical Standard Order (TSO) Authorisation

ITSO is a minimum performance standard for specified articles for example (avionics, components etc).

ITSO Authorisation provides for approval of the design and production.

Production Organisation Approval (POA) and approval of Alternate Procedures to DOA (ADOA)

Declaration of Design and Performance (DDP),

Deviations and Modifications to approved equipment.

P

Subpart P

Permit to Fly Procedures

Used where the C of A is temporarily invalid or cannot be issued but the aircraft is capable of performing a safe flight)

Permit to Fly may be issued by CAA on application or by a Production or Design Organisation with appropriate privileges (or a suitably approved Continuous Airworthiness Management Organisation (CAMO) approved under Part M subpart G with I privileges.

Note that Flight Conditions related to safety of design must be approved either by the Agency or by an appropriately approved Design Organisation before issue of a Permit to Fly

P

P to F:

1. development;
2. showing compliance with regulations or certification specifications;
3. design organizations or production organizations crew training;
4. production flight testing of new production aircraft;
5. flying aircraft under production between production facilities;
6. flying the aircraft for customer acceptance;
7. delivering or exporting the aircraft;
8. flying the aircraft for CAA acceptance;
9. market survey, including customer's crew training;
10. exhibition and air show;
11. flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
12. flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available;
13. record breaking, air racing or similar competition;
14. flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found;
15. for non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate.

Q

Subpart Q

Marking

(Identification of Products, Parts & Appliances)

Concerns the Marking and identification of Products, Parts & Appliances, Concerns Part Approval (PA) related to data not belonging to TC or TSOA Holder.

Airworthiness

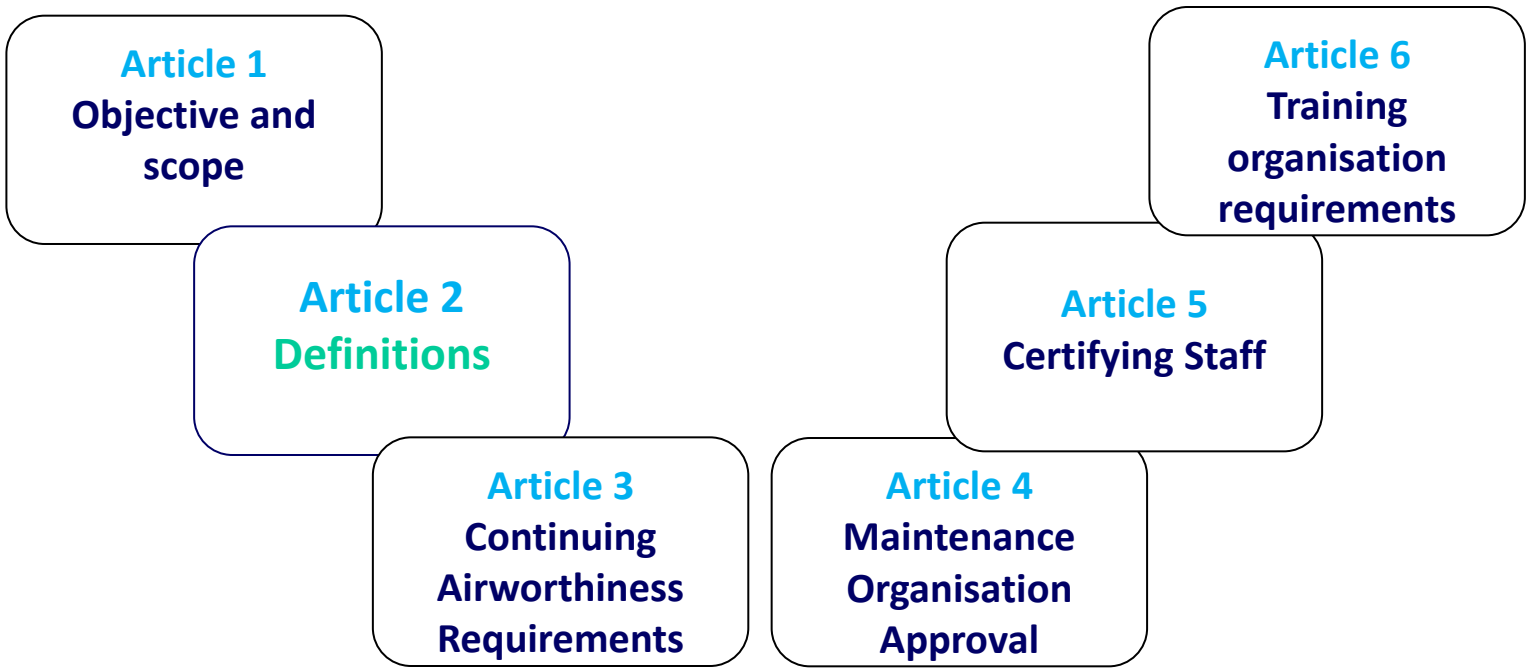
Continuing Airworthiness

Part- 145, M, 66, 147

CONTINUING AIRWORTHINESS ARTICLES

CONTINUING AIRWORTHINESS ARTICLES

For the continuing airworthiness of aircraft, aeronautical **products**, **parts** and **appliances**, and on the approval of **organisations** and **personnel** involved in these tasks CAA issued following continuing airworthiness articles:



Article 1:

Objective and scope

Article 1

Objective and scope

This Regulation establishes common technical requirements and administrative procedures for ensuring the CA of aircraft, including any component for installation thereto, which are:

The CA of aircraft, including any component for installation thereto, which are:

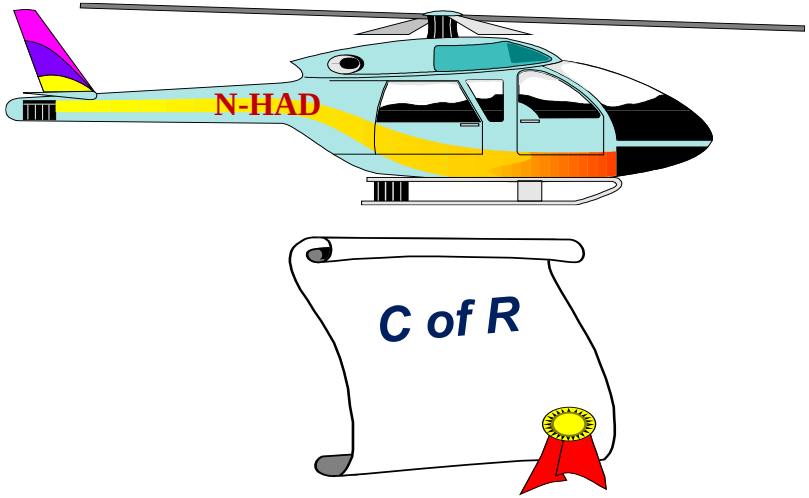
i. Registered in **state**

(except aircraft registered according to "bylaw of management and organizing of civil ultralight aircraft" issued by ministry bureau),

i. Registered in **another country** and used by an operator for which CAA has the responsibility for the oversight of such operations.

Objective and scope

Part-M



AOC/HRA

Article 2:

Definitions

Article 2: Definitions

Article 2
Definitions

The following definitions shall apply:

(1)Aircraft
(2)Certifying staff
(3)Component
(4)Continuing airworthiness
(5)Large aircraft
(6)Maintenance
(7)Organisation
(8)Preflight inspection
(9)ILA1 aircraft
(10)ILA2 aircraft
(11)LSA aircraft
(12)Critical maintenance task
(13)Complex motor-powered aircraft
(14)Commercial air transport (CAT) operation
(15)Air service
(16)Limited operations

Article 2: Definitions

‘Certifying staff’ means personnel responsible for the release of an aircraft or a component after maintenance

CS: Certifying Staff

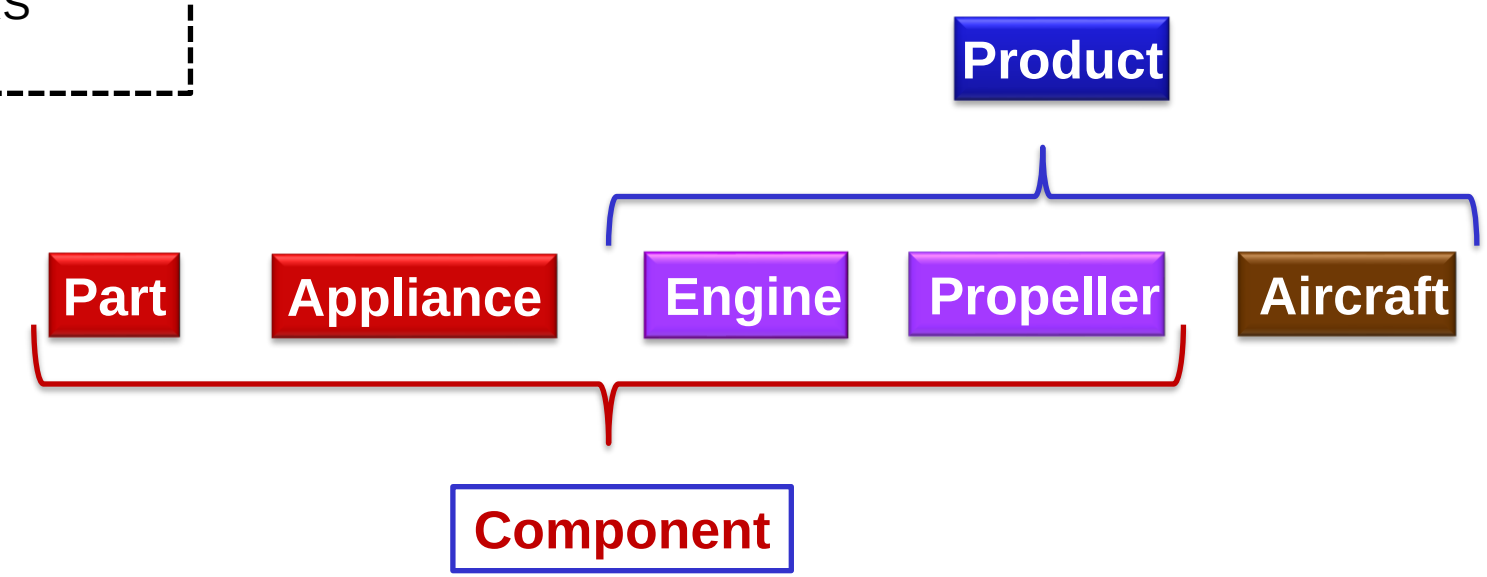
“Support staff” means those staff holding a Part-66 aircraft maintenance license in category B1, B2 and/or B3 with the appropriate aircraft ratings, working in a base maintenance environment while not necessarily holding certification privileges.

S/S: Support Staff

Definitions

‘Component’ means any engine, propeller, part or appliance;

TC
TSO
Form 1
Form 52
C of A/ ARC
CRS
…



REGULATION (EC) No 216/2008, Article 2, Objectives,
“**Appliance” means** any instrument, equipment, mechanism, part, apparatus,...

Article 2: Definitions

(d) “Continuing airworthiness” means:

- all of the processes ensuring that,
- at any time in its operating life,
- the aircraft complies with the airworthiness requirements in force &
- is in a condition for safe operation;

Initial Airworthiness
- Part-21
- CS
- TC
- Initial C of A
- …

Versus

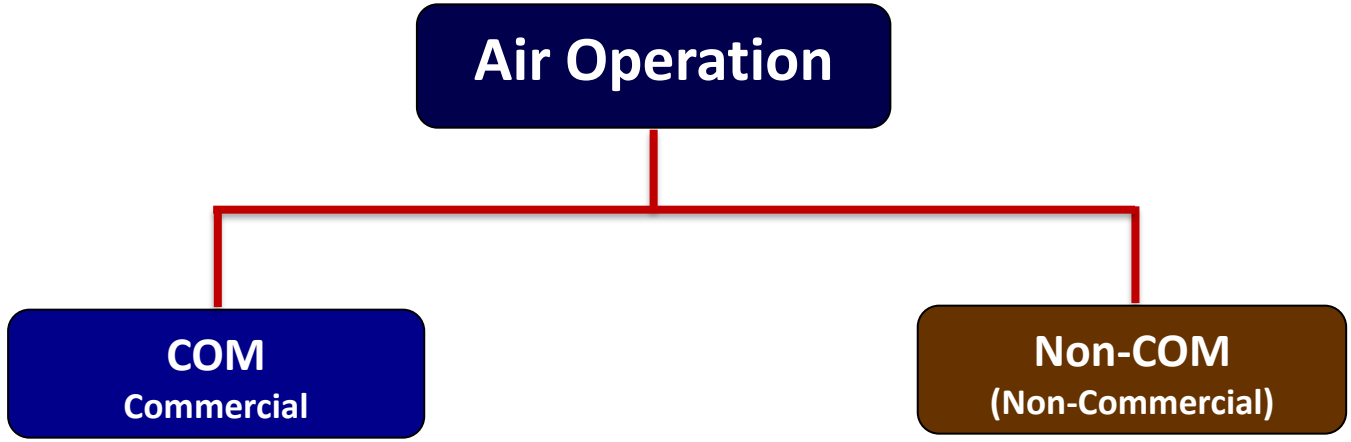
Continuing airworthiness
- Part-M
- Part-145
- Part-147
- Part-66
- (Part-21)
- ARC
- ~~C of A~~
- …

Article 2: Definitions

‘Maintenance’ means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;

‘Pre-flight inspection’ means the **inspection** carried out before flight to ensure that the aircraft is fit for the intended flight;

Civil Aviation regulation structure

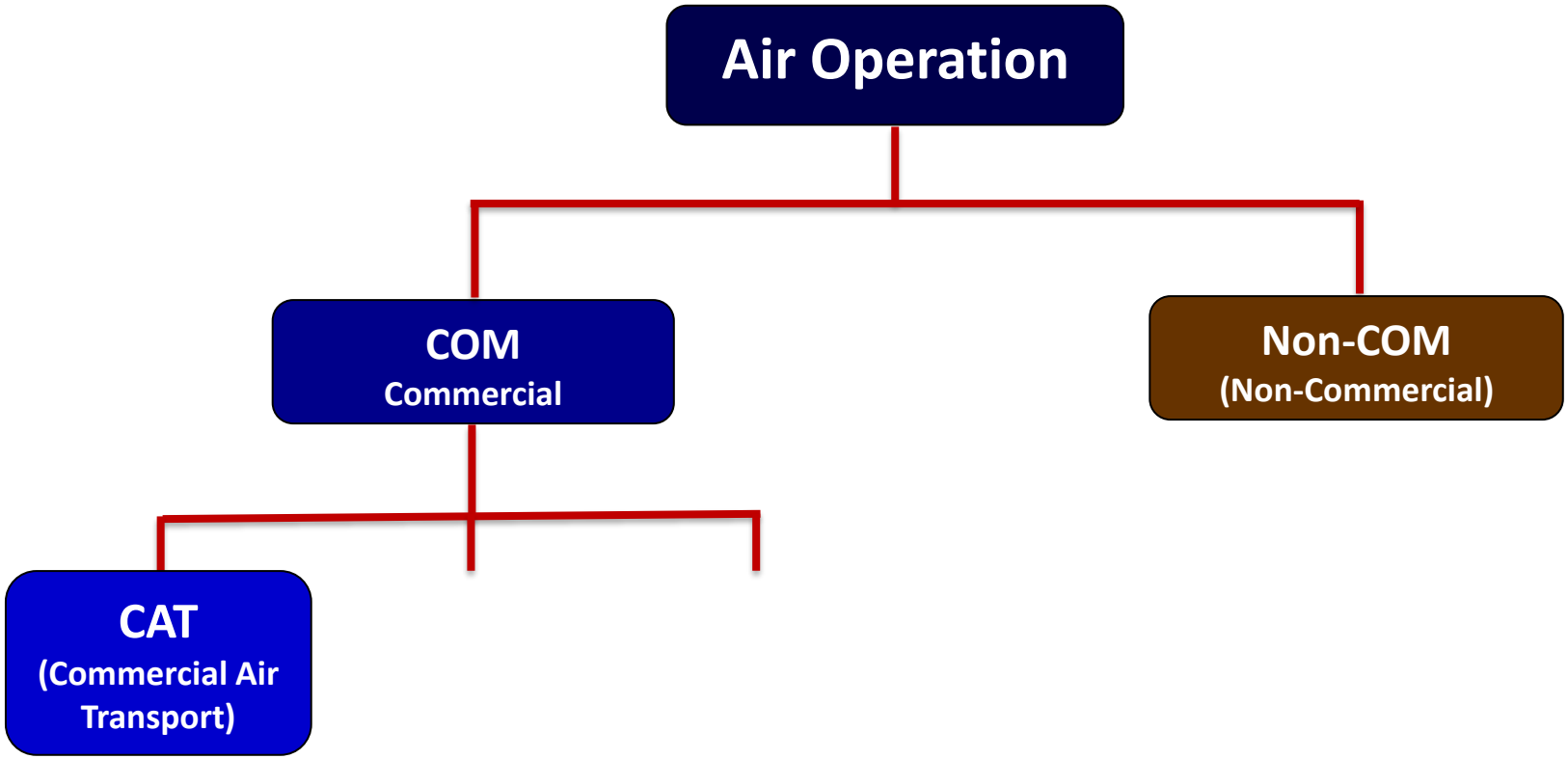


"**Commercial Operation**" means:

any operation of an aircraft,

- in return for **remuneration** or other **valuable** consideration,
- which is available to the **public** or,
- when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator;

Civil Aviation regulation structure



"**Commercial Air Transport (CAT)**" means the transport of:

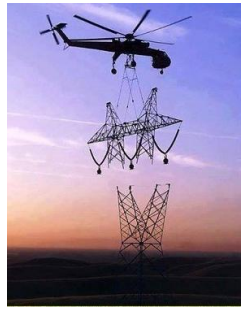
- Passengers,
- Cargo or
- Mail

for remuneration or hire.

Definitions

Air Operation

- **COM** Commercial
  - **CAT** (Commercial Air Transport)
  - **SPO** COM (Special Operation)
- **Non-COM** (Non-Commercial)
  - **SPO** non COM (Special Operation)



Definitions

Article 2 (7) of Regulation (EU) No 965/2012

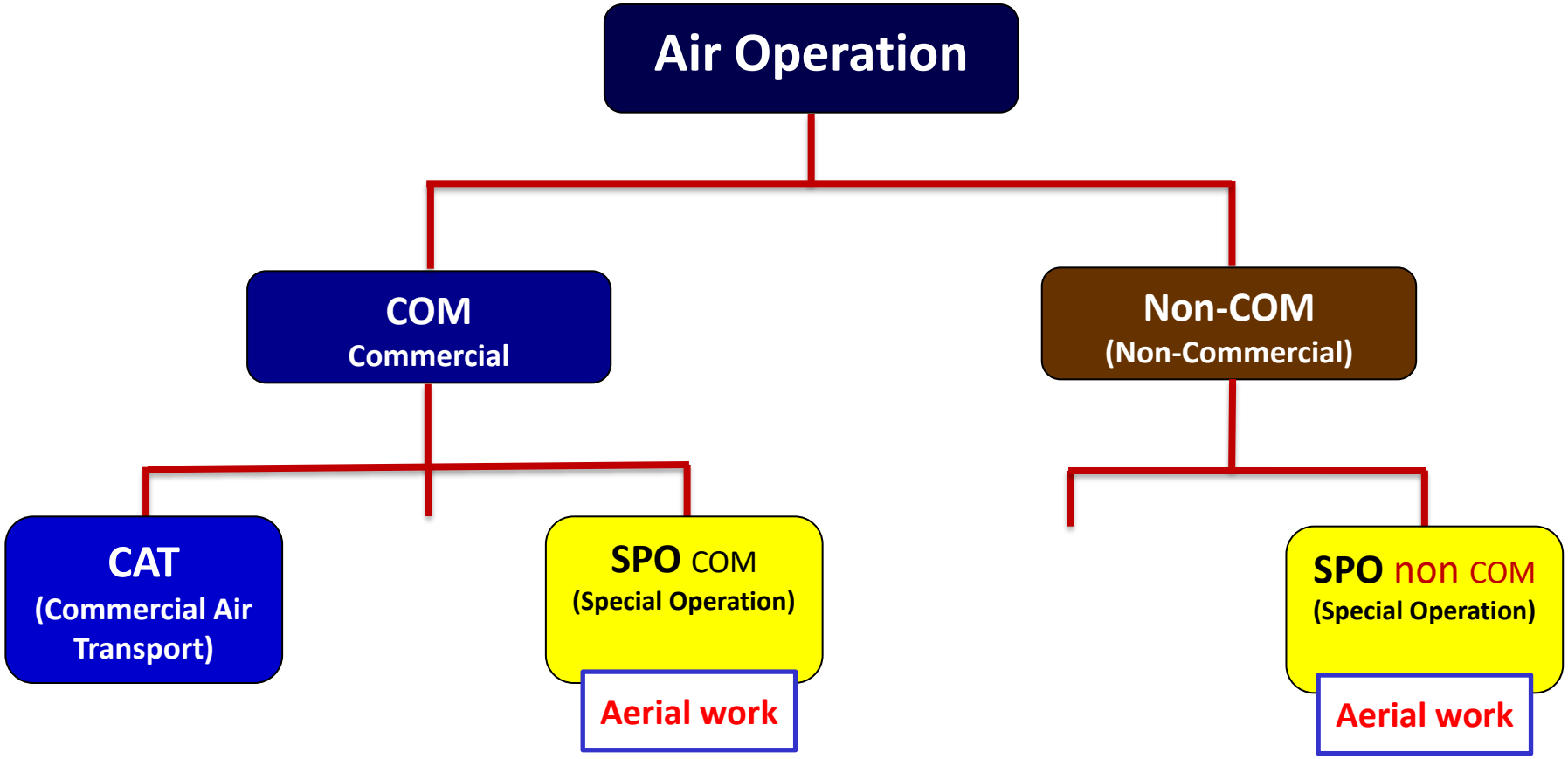
Aerial work

"Specialised operation (SPO)"

means any operation other than CAT where the aircraft is used for specialised activities such as:

- Agriculture,
- Construction,
- Photography,
- Surveying,
- Observation,
- Patrol &
- Aerial advertisement

Definitions

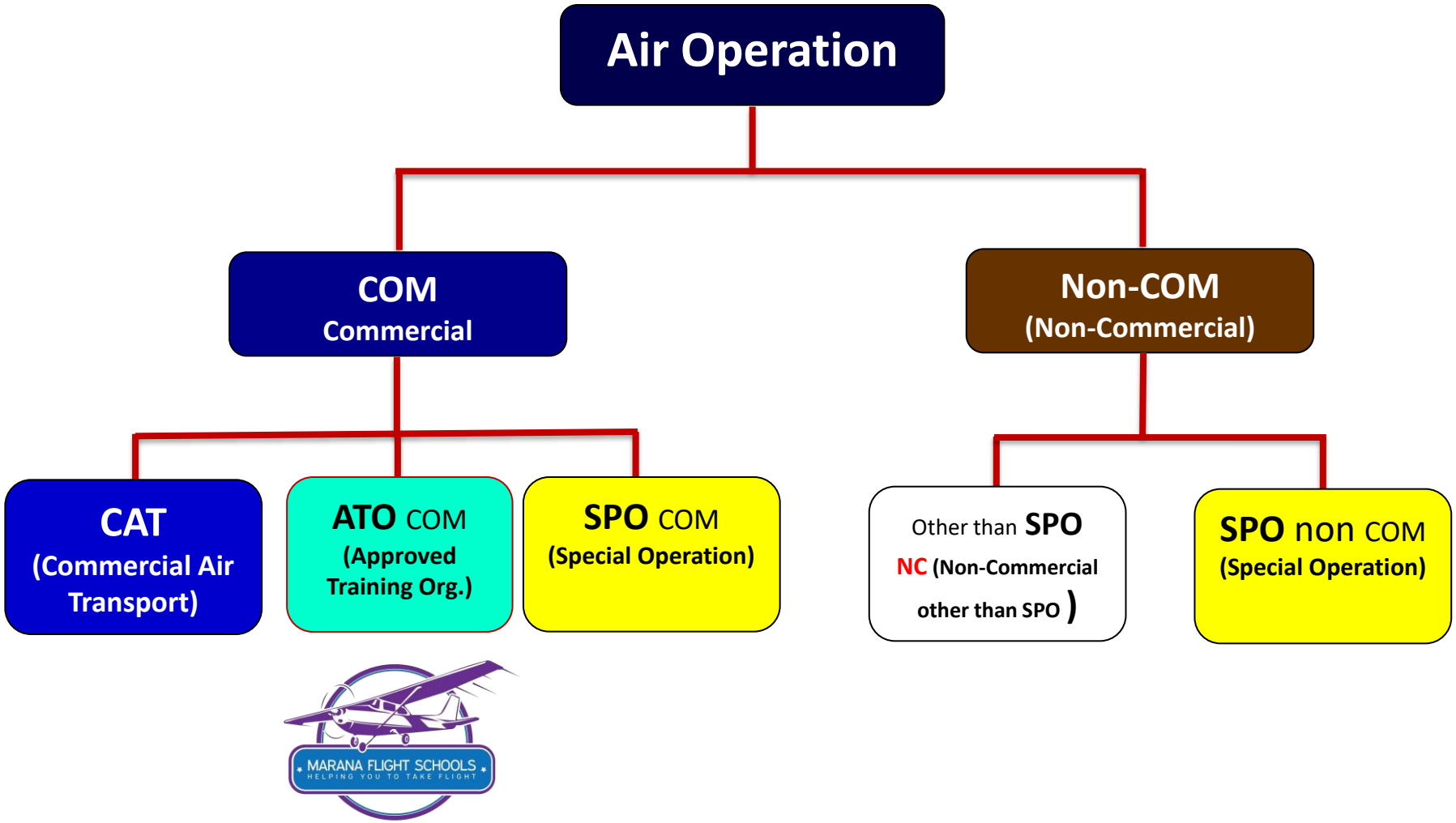


Definitions

Air Operation

- **COM** Commercial
  - **CAT** (Commercial Air Transport)
  - **ATO** COM (Approved Training Org.)
  - **SPO** COM (Special Operation)
- **Non-COM** (Non-Commercial)
  - Other than **SPO** NC (Non-Commercial other than SPO)
  - **SPO** non COM (Special Operation)

Definitions



Definitions

Operation

- **COM** Commercial
  - **CT** (Commercial Transport)
  - **ATO** COM (Approved Training Org.)
  - **SPO** COM (Special Operation)
- **Non-COM** (Non-Commercial)
  - Other than **SPO** NC (Non-Commercial other than SPO)
  - **SPO** non COM (Special Operation)

Article 2: Definitions

CAT
Commercial Air Transport

eg: Airlines

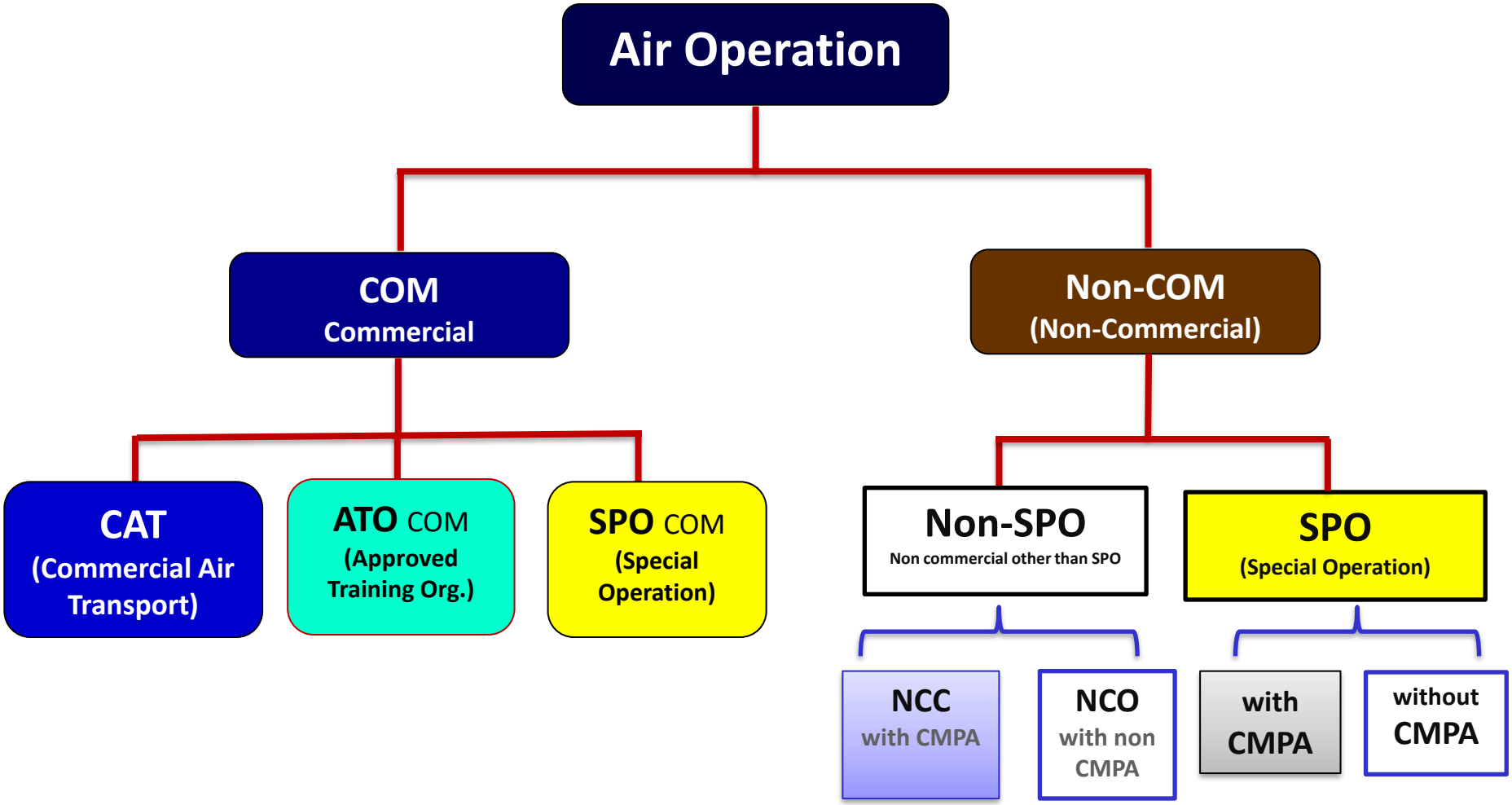
"**Commercial Air Transport (CAT)**" means:

the transport of:

- Passengers,
- Cargo or
- Mail

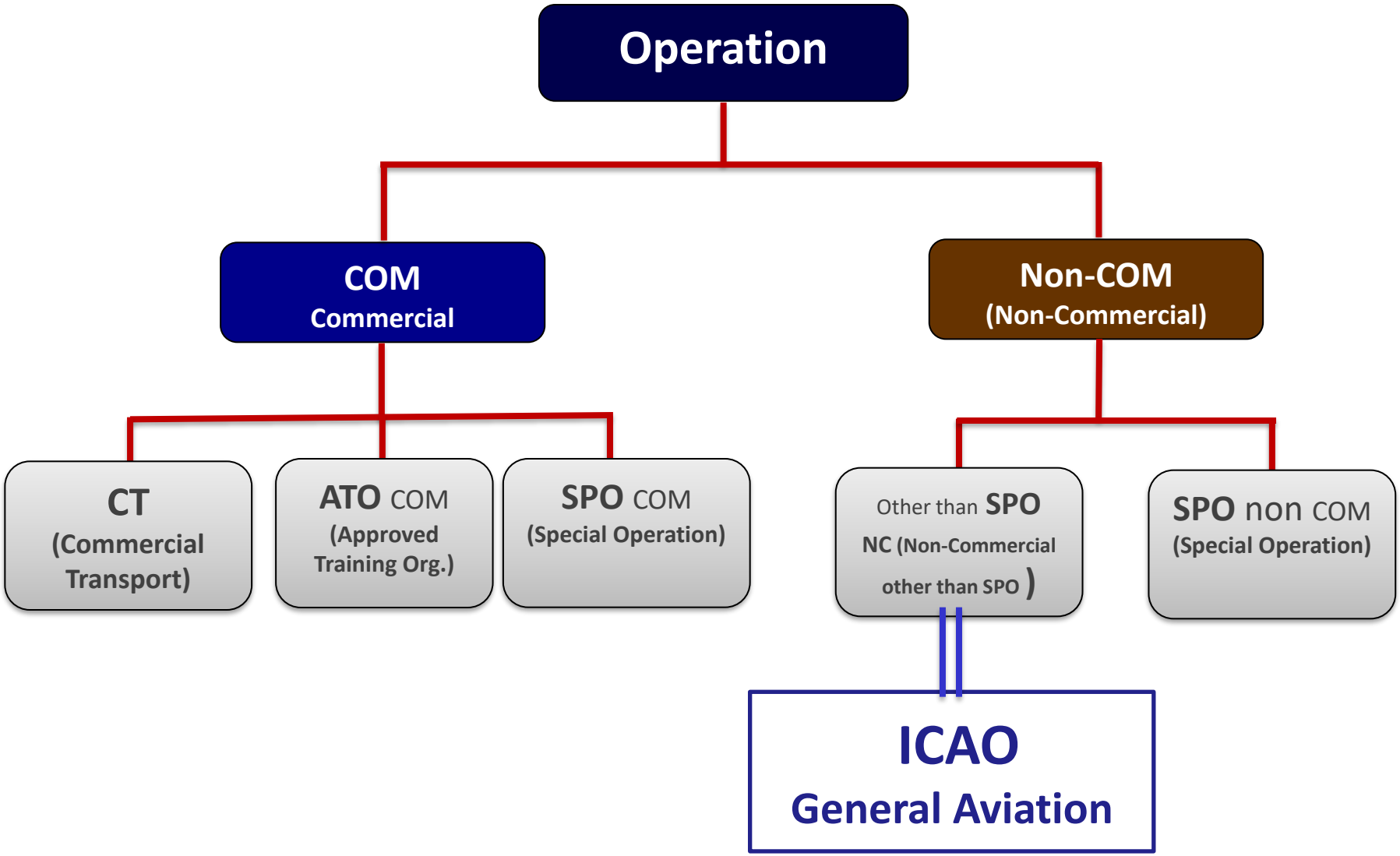
for remuneration or hire.

111



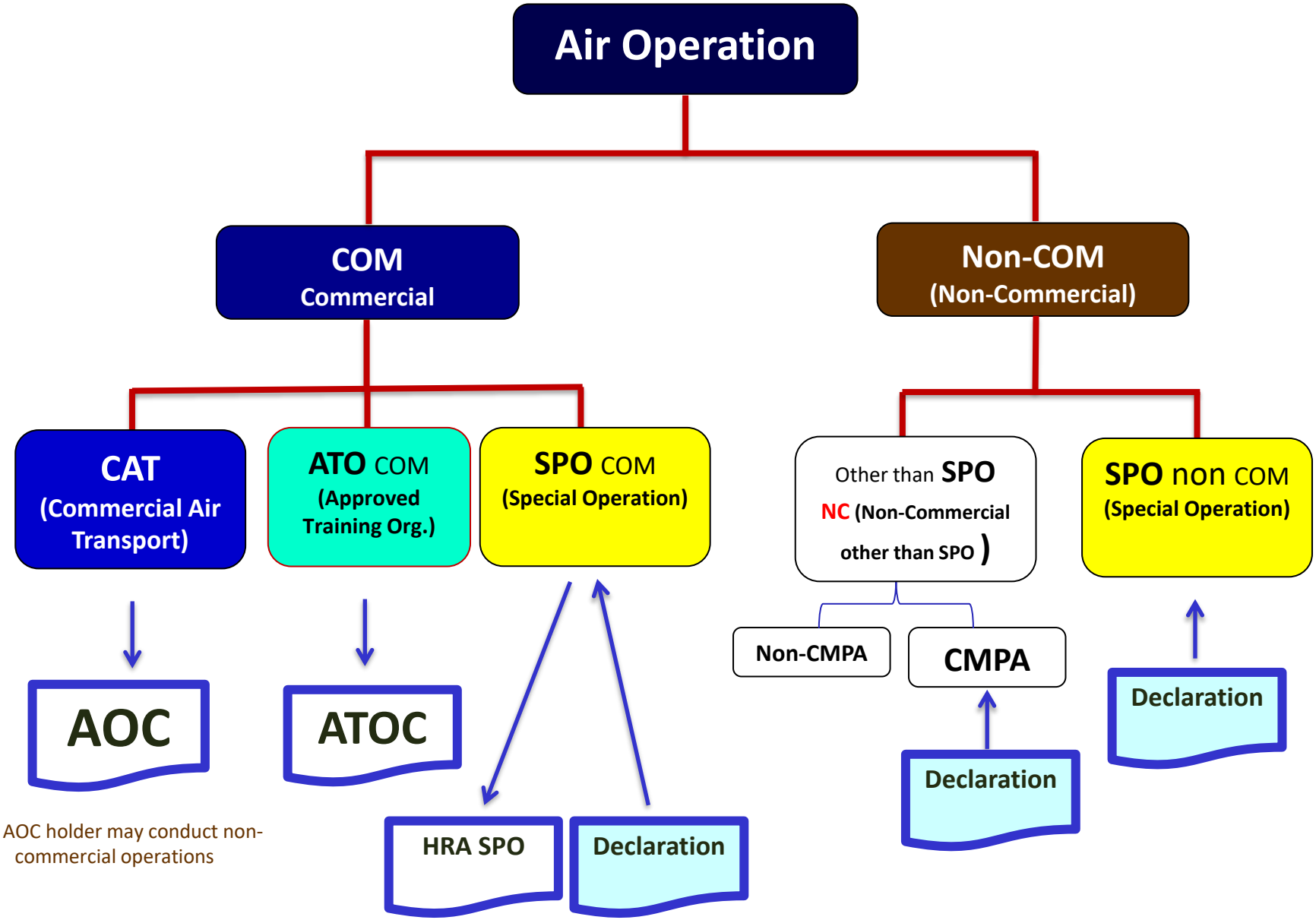
NCC: Non Commercial operation with Complex Aircraft
NCO: Non Commercial operation with Other than complex aircraft.

Definitions



General aviation operation: An aircraft operation other than a commercial air transport operation or an aerial work operation.

Definitions



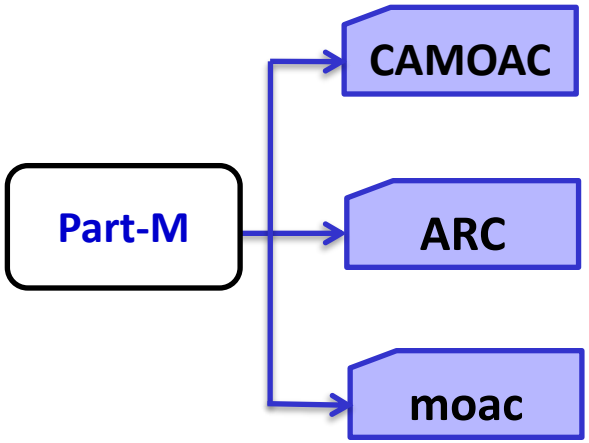
Definitions

- **Air Operation**
  - **COM** Commercial
    - **CAT** (Commercial Air Transport)
    - **ATO** COM (Approved Training Org.)
    - **SPO** COM (Special Operation)
  - **Non-COM** (Non-Commercial)
    - Other than **SPO**
      NC (Non-Commercial other than SPO)
    - **SPO** non COM (Special Operation)

- Air Taxi
- Air ambulance/Air medical
- Air Cargo
- Helicopter sling
- President Aircraft
- ….

airtaxi

EASA/CAA (Parts & Approvals)

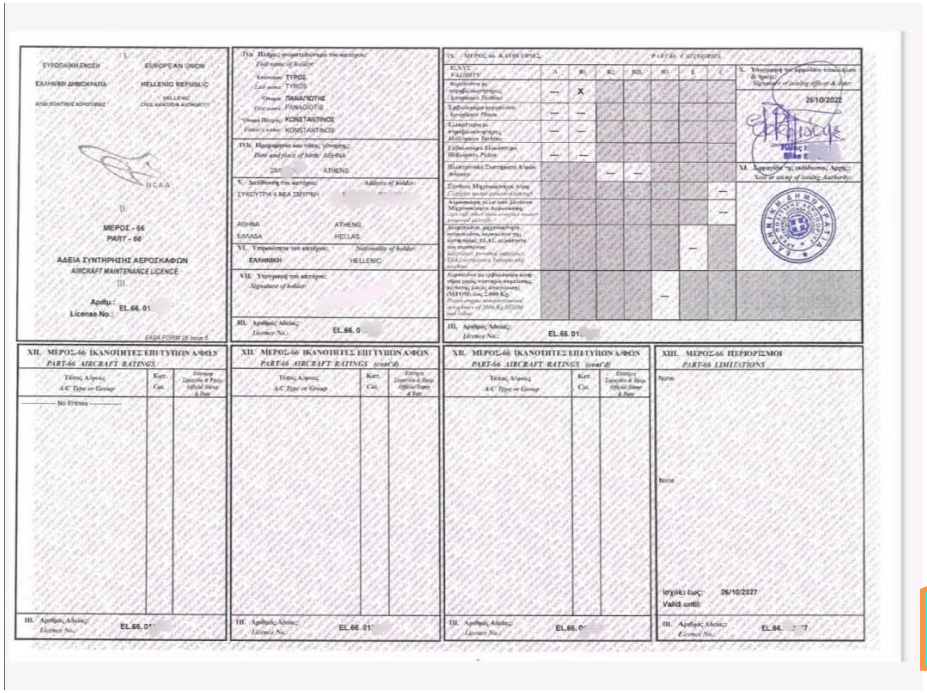


EASA/CAA (Parts & Approvals)

Part-145 → **MOAC**

Part-147 → **MTOAC**

Part-66 → **AML**



AML

EASA/CAA (Parts & Approvals)

AIR OPERATOR CERTIFICATE

(Approval Schedule for air transport operators)

Type of operation : Commercial air transport (CAT)

☒ Passengers ☒ Cargo ☒ Other: Emergency Medical Services

GRAND DUCHÉ DE LUXEMBOURG

DIRECTION DE L'AVIATION CIVILE

LE GOUVERNEMENT DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère du Développement durable et des Infrastructures
Direction de l'aviation civile

AOC L - 07	***Luxembourg Air Ambulance S.A.***		**Operational points of contacts**
Approval Reference : DAC/OPS 2016-57683	DBA trading name:	None	Contact details are listed in:
Valid until suspended or revoked	Operator address :	Aéroport de Luxembourg L-1110 Findel Luxembourg	OM A Section 1 and Organisation Management Manual Section 3.2
	Telephone :	+352 48 90 06	
	Fax :	+352 40 25 63	
	E.mail :	info@air-ambulance.lu	

This certificate certifies that ***Luxembourg Air Ambulance*** is authorised to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual, Annex IV to Regulation (EC) No 216/2008 and its Implementing Rules.

Date of Issue :

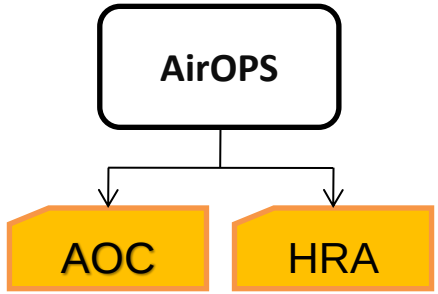
15/04/2016

DIRECTION DE L'AVIATION CIVILE

Pierre [illegible]
Directeur de l'Aviation Civile

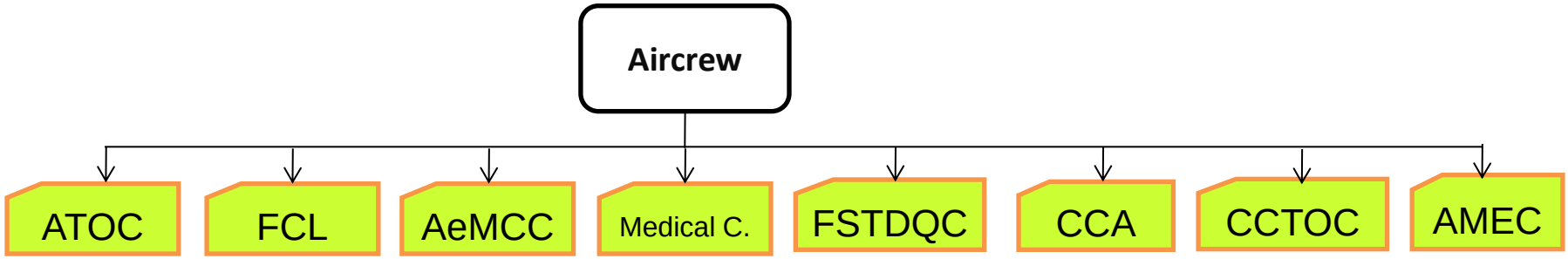
The present AOC cancels and replaces the former AOC (ref. D.A.C/OPS. 2014 – 40685)

EASA FORM 138 Issue 1



- AOC: Air Operator Certificate
- HRA: High Risk Authorization (Commercial)

EASA/CAA (Parts & Approvals)



- ATOC: Approved Training Organization Certificate
- FCL: Flight Crew Certificate
- AeMCC: Aero-medical Center Certificate
- Medical Certificate
- FSTDQC: Flight Simulation Training Devices qualification certificate
- CCA: Cabin Crew Attestation
- CCTOC: Cabin Crew Training Organization Certificate
- AMEC: Aero Medical Examiner Certificate

FCL

IAA

IRISH AVIATION AUTHORITY

ÚDARÁS EITLÍOCHTA NA hÉIREANN

EUROPEAN UNION

FLIGHT CREW LICENCE

CEADÚNAS PEARSANRA EITILTE

Issued in accordance with Part-FCL

Arna eisiúint de réir Part-FCL

This Licence complies with ICAO Standards, except for LAPL privileges

Comhlionann an ceadúnas le caighdeáin ICAO, ach amháin i gcás na pribhléidí LAPL

EASA Form 141 Issue 1

Licence: IE.FCL.500006 30/05/2013

I	State of issue: **Ireland**
III	Licence number: **IE.FCL.500006**
IV	Last and first name of holder: **BLACK, JACK**
IVa	Date of birth: **30/09/1967**
XIV	Place of origin: **Thurles, IRELAND**
V	Address of holder: **House 2 Dundrum Dublin 14 Co. Dublin IRELAND**
VI	Nationality: **Irish - American**
VII	Signature of holder: .....
VIII	Issuing competent Authority: **Irish Aviation Authority**
X	Signature of issuing officer and date: **30/05/2013**
XI	Seal or Stamp of issuing competent authority:

Licence: IE.FCL.500006 30/05/2013

II	Titles of licences: date of initial issue: country code: CPL (A) 31/08/2010 IE
IX	**Validity:** This licence shall remain in force for the holder's lifetime unless revoked, suspended or varied. The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. A document containing a photo shall be carried for the purposes of identification of the licence
XII	**Radiotelephony privileges:** The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in the following language(s): English
XIII	**Remarks:** Language Proficiency: English Level 5 valid until: 03/07/2015 Endorsements: IR (A)

Licence: IE.FCL.500006 30/05/2013

XII	Ratings, certificates and privileges
Class/Type/IR	**Remarks/Restrictions**
B737 300-900	Nil
ME IR(MPA)	Nil
SEP (land)	Nil
Instructors	**Remarks/Restrictions**
"no entries"	
Examiners	**Remarks/Restrictions**
"no entries"	

Licence: IE.FCL.500006 30/05/2013

XII Certificate of Revalidation

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
B737 300-900	02/04/2013	03/04/2013	30/04/2014	Issued by the Competent Authority	

All entries to be made in ink

Licence: IE.FCL.500006 30/05/2013

XII Certificate of Revalidation

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
ME IR(MPA)	08/04/2013	———	30/04/2014	Issued by the Competent Authority	

All entries to be made in ink

Licence: IE.FCL.500006 30/05/2013

XII Certificate of Revalidation

Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
SEP (land)	05/04/2013	———	04/04/2015	Issued by the Competent Authority	

All entries to be made in ink

Licence: IE.FCL.500006 30/05/2013

Abbreviations used in this licence	
(A)	Aeroplane
(B)	Balloon
(H)	Helicopter
(S)	Sailplane
PPL	Private Pilot Licence
CPL	Commercial Pilot Licence
ATPL	Airline Transport Pilot Licence
MPL	Multi-crew Pilot Licence
LAPL	Light Aircraft Pilot Licence
BPL	Ballon Pilot Licence
SPL	Sailplane Pilot Licence
IR	Instrument Rating
CRI	Class Rating Instructor
FI	Flight Instructor
FII	Flight Instructor Instructor
FTI	Flight Test Instructor
IRI	Instrument Rating Instructor
MCCI	Multi-crew Cooperation Instructor
MI	Mountain Rating Instructor
SFI	Synthetic Flight Instructor
STI	Synthetic Training Instructor
TRI	Type Rating Instructor
CRE	Class Rating Examiner
FE	Flight Examiner
TRE	Type Rating Examiner

Licence: IE.FCL.500006 30/05/2013

ATOC

AGENCIJA ZA CIVILNO LETALSTVO
CIVIL AVIATION AGENCY, SLOVENIA CAA

Evropska unija
European Union

Agencija za civilno letalstvo, Republika Slovenija
Civil Aviation Agency, Republic of Slovenia

CERTIFIKAT ODOBRENE ORGANIZACIJE ZA USPOSABLJANJE
APPROVED TRAINING ORGANISATION CERTIFICATE

SI.ATO.042

V skladu z Uredbo Komisije (EU) št. 1178/2011 in pod spodaj opredeljenimi pogoji Agencija za civilno letalstvo potrjuje
Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the Civil Aviation Agency hereby certifies

VictorOne d.o.o.
Mestni trg 10
1000 Ljubljana
Slovenija

kot odobreno organizacijo za usposabljanje iz dela ORA s privilegijem zagotavljanja programov usposabljanja iz dela FCL, vključno z uporabo FSTD, v skladu s priloženo odobritvijo programov.
as a Part-ORA certified training organisation with the privilege to provide Part-FCL training courses, including the use of FSTDs, as listed in the attached training course approval.

POGOJI / *CONDITIONS*:

Ta certifikat je omejen na privilegije in obseg zagotavljanja programov usposabljanja, vključno z uporabo FSTD, v skladu s priloženo odobritvijo programov usposabljanja.
This certificate is limited to the privileges and the scope of providing the training courses, including the use of FSTDs, as listed in the attached training course approval.

Ta certifikat velja, če je odobrena organizacija v skladu z delom ORA, delom FCL in drugimi veljavnimi predpisi.
This certificate is valid whilst the approved organisation remains in compliance with Part-ORA, Part-FCL and other applicable regulations.

Ta certifikat ostane veljaven, dokler so izpolnjeni navedeni pogoji, razen če se predčasno prekine, nadomesti, omeji, začasno razveljavi ali prekliče.
Subject to compliance with the foregoing conditions, this certificate shall remain valid unless the certificate has been surrendered, superseded, limited, suspended or revoked.

Datum izdaje / *Date of issue:* **08/06/2023**

REPUBLIKA SLOVENIJA Notelov javnega pooblastila 2 Ljubljana JAVNA AGENCIJA ZA CIVILNO LETALSTVO REPUBLIKE SLOVENIJE

Žiga Pogačnik
Letalski nadzornik
Aviation Inspector
Podpis / *Signed:*

EASA FORM 143 Issue 2 SI.ATO.042 Stran / Page 1 od / of 3

APPROVED TRAINING ORGANISATION CERTIFICATE

ODOBRITEV TEČAJEV USPOSABLJANJA
TRAINING COURSE APPROVAL

Priloga k certifikatu odobrene organizacije za usposabljanje številka / *Attachment to ATO Certificate Number:*

SI.ATO.042
VictorOne d.o.o.

je pridobila privilegij za zagotavljanje in izvajanje naslednjih tečajev usposabljanja iz dela FCL ter uporabo naslednjih FSTD:
has obtained the privilege to provide and conduct the following Part-FCL training courses and to use the following FSTDs:

Tečaj usposabljanja *Training course*	FSTD, ki se uporabljajo, vključno s črkovno kodo (*) *Used FSTD(s), including letter code (*)*
Licenca športnega pilota helikopterja *Private Pilot Licence for Helicopters* **PPL(H)** (Teoretični tečaj - Učenje na daljavo) *(Theory ONLY - Distance Learning)*	
Modularni tečaj za licenco prometnega pilota letala *Modular Training Course for Airline Transport Pilot Licence for Aeroplanes* **ATP(A)** (Teoretični tečaj - Učenje na daljavo) *(Theory ONLY - Distance Learning)*	
Modularni tečaj za licenco prometnega pilota helikopterja z IR *Modular Training Course for Airline Transport Pilot Licence for Helicopters with IR* **ATP(H)/IR** (Teoretični tečaj - Učenje na daljavo) *(Theory ONLY - Distance learning)*	
Modularni premostitveni tečaj za licenco prometnega pilota helikopterja z IR *Modular Bridge Training Course for Airline Transport Pilot Licence for Helicopters with IR* **ATPL(H)/IR BRIDGE** (Teoretični tečaj - Učenje na daljavo) *(Theory ONLY - Distance learning)*	

(*) Kot je navedeno v certifikatu o ustreznosti. / *As indicated on the qualification certificate.*

EASA FORM 143 Issue 2 SI.ATO.042 Stran / Page 2 od / of 3

AeMCC

EASA
European Union Aviation Safety Agency

AERO-MEDICAL CENTRE CERTIFICATE

REFERENCE: **EASA.AeMC.GBR.007**

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the European Union Aviation Safety Agency hereby certifies

BIRMINGHAM AEROMEDICAL CENTRE
Rooms 18, 19 & 22 Forward House
Cargo Terminal
Birmingham Airport
B26 3QT
United Kingdom

As a Part-ORA certified Aero-medical centre with the privilege and the scope of activities as listed in the attached terms of approval.

CONDITIONS:

1. This certificate is limited to that specified in the scope of approval section of the approved organisation manual;
2. This certificate requires compliance with the procedures specified in the organisation documentation as required by Part-ORA
3. This certificate shall remain valid subject to compliance with the requirements of Part-ORA unless it has been surrendered, superseded, limited, suspended or revoked.

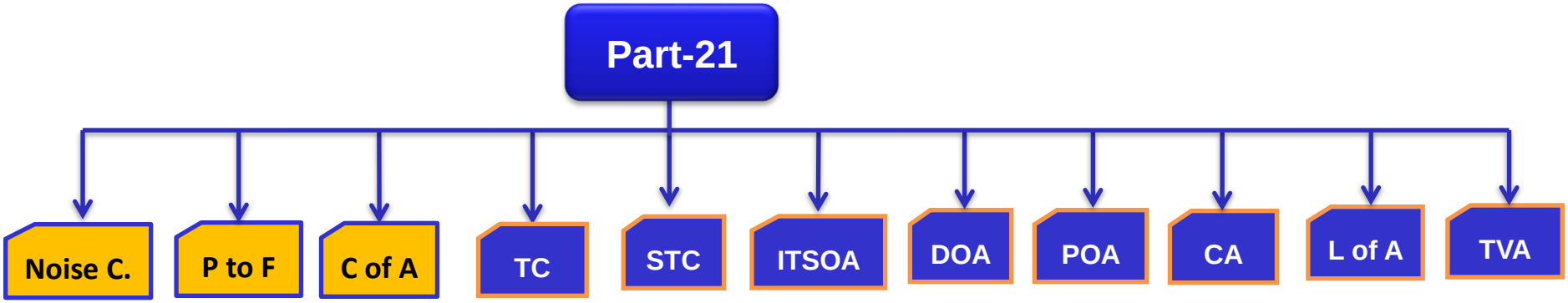
Date of issue: 01.01.2021

Signed:

Arthur Beckand
Head of Relationships & Corporate Services Department
European Union Aviation Safety Agency

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0060076568-001
AeMC Certificate – 10075294 – BIRMINGHAM AEROMEDICAL CENTRE
EASA Form 146, Issue 1 – 05/10/2012

1/1


Part-21
Noise C.
P to F
C of A
TC
STC
ITSOA
DOA
POA
CA
L of A
TVA

TC

Bundesrepublik Deutschland
Der Beauftragte

Musterzulassungsschein für Luftsportgeräte

Type Certificate

Nr.: 963-18 1

Das nachstehend bezeichnete Luftfahrtgerät wurde als Muster zugelassen auf Antrag von:
- RS Helikopter GmbH -
- Brienner Str. 7 - 80333 München (D) -
Dieser Musterzulassungsschein wurde auf Grund der die Musterzulassung betreffenden Bestimmungen des Luftverkehrsgesetzes und der Luftverkehrs-Zulassungs-Ordnung in der am Tage der Ausstellung geltenden Fassung erteilt.

Die Musterzulassung gilt gemäß

zugehörigem Geräte-Kennblatt-Nr.:	963-18 1
Bezeichnung des Gerätemusters:	VA115 ultralight
Bezeichnung der Baureihe:	Hirth F23 RS-01 / GFK-Rotor 4,5 m / RV AB#
Geräteart:	UL-Hubschrauber

Die Musterzulassung kann in den in § 4 Abs. 2 der Luftverkehrs-Zulassungs-Ordnung vorgesehenen Fällen widerrufen werden.

This type certificate has been issued on application of:
RS Helikopter GmbH
Brienner Str. 7 - 80333 München (D)
This type certificate has been issued in accordance with the German Certification Regulations as in force on the day of first issue.

The type certification is effective in accordance with

the appropriate data shet No.:	963-18 1
description of mark:	VA115 ultralight
description of model:	Hirth F23 RS-01 / GFK-Rotor 4,5 m / RV AB#
device type:	UL-Hubschrauber

The type certification may be revoked by the Deutscher Ultraleichtflugverband e. V. in cases provided in the German Certification Regulations.

Datum der Ausstellung / date of new issue
Großerlach, den 30.10.2018

Unterschrift / signature

P to fly

UNITED KINGDOM
CIVIL AVIATION AUTHORITY

Page 1 of 1

Dated: 18 May 2011

CONDITIONS OF
PERMIT TO FLY NO PR[redacted]/001

Civil Aviation Authority

Nationality and Registration Marks	Constructor and Constructor's Designation of Aircraft	Aircraft Serial Number
G-[redacted]	P AND M AVIATION LTD QUIKR	[redacted]

Where relevant, the Conditions associated with this Permit supersede those specified in the manufacturers' operating limitations.

1. The aircraft shall be maintained in an airworthy condition.

2. The aircraft shall be operated in accordance with the current procedures and limitations contained in the applicable technical publications and with the manufacturers' instructions for the type and model of aircraft.

3. The aircraft is permitted to fly only for non-aerobatic operation. Non-aerobatic operation includes:
   (i) any manoeuvre necessary for normal flying.
   (ii) intentional stalls from level flight.
   (iii) steep turns in which the angle of bank does not exceed 60 degrees.

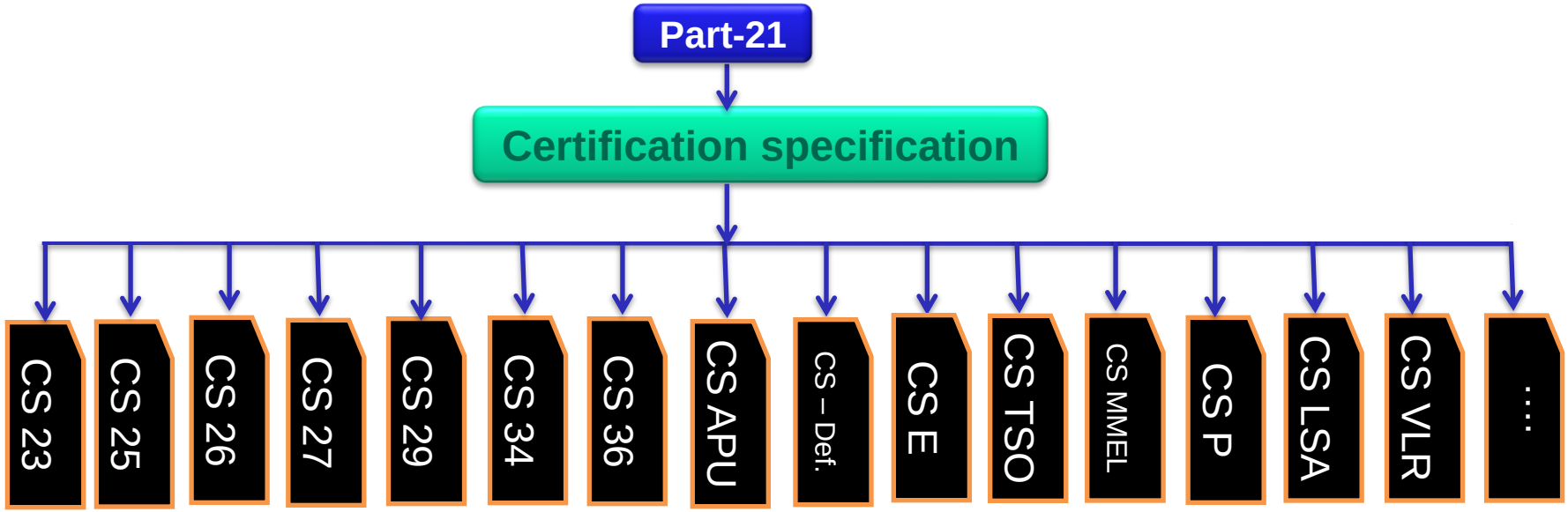
4. Smoking in the aircraft is prohibited.

5. This aircraft is hereby granted a permission to fly for the purposes of aerial work which consists of the giving of instruction in flying or the conducting of flying tests subject to the aeroplane being owned or operated under arrangements entered into by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

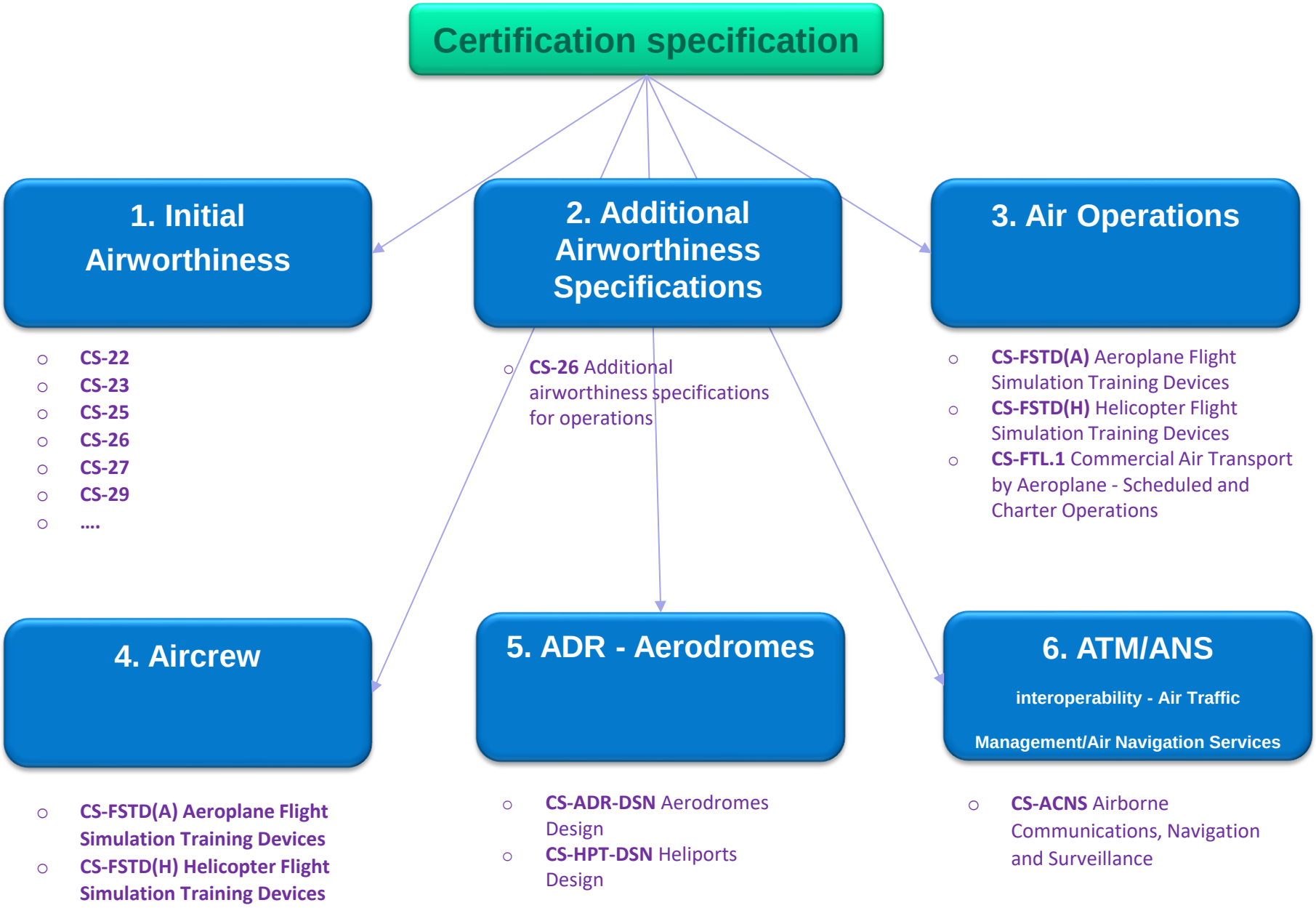
[redacted]
for the Civil Aviation Authority

No entries or endorsements may be made on this document except by an authorised person.

BMAA Type Approved Microlight PTF - 02092008



- CS-22 Sailplanes and Powered Sailplanes
- CS-23 Normal, Utility, Aerobatic and Commuter Aeroplanes
- CS-25 Large Aeroplanes
- CS-26 Additional airworthiness specifications for operations
- CS-27 Small Rotorcraft
- CS-29 Large Rotorcraft
- CS-31GB Gas Balloons
- CS-31HB Hot Air Balloons
- CS-31TGB Tethered Gas Balloons
- CS-34 Aircraft Engine Emissions and Fuel Venting
- CS-36 Aircraft Noise
- CS-APU Auxiliary Power Units
- CS-AWO All Weather Operations
- CS-CCD Cabin Crew Data
- CS-CO2 Certification Specifications, Acceptable Means of Compliance and Guidance Material for Aeroplane CO2 Emissions (CS-CO2)
- CS-Definitions on Definitions and Abbreviations
- CS-E Engines
- CS-ETSO European Technical Standard Orders
- CS-FCD Flight Crew Data
- CS-GEN-MMEL Generic Master Minimum Equipment List
- CS-LSA Light Sport Aeroplanes
- CS-MCSD Certification Specifications for Maintenance Certifying Staff Data
- CS-MMEL Master Minimum Equipment List
- CS-P Propellers
- CS-SIMD Simulator Data
- CS-STAN Standard Changes and Standard Repairs
- CS-VLA Very Light Aeroplanes
- CS-VLR Very Light Rotorcraft


Certification specification
1. Initial Airworthiness
CS-22
CS-23
CS-25
CS-26
CS-27
CS-29
....
2. Additional Airworthiness Specifications
CS-26 Additional airworthiness specifications for operations
3. Air Operations
CS-FSTD(A) Aeroplane Flight Simulation Training Devices
CS-FSTD(H) Helicopter Flight Simulation Training Devices
CS-FTL.1 Commercial Air Transport by Aeroplane - Scheduled and Charter Operations
4. Aircrew
CS-FSTD(A) Aeroplane Flight Simulation Training Devices
CS-FSTD(H) Helicopter Flight Simulation Training Devices
5. ADR - Aerodromes
CS-ADR-DSN Aerodromes Design
CS-HPT-DSN Heliports Design
6. ATM/ANS
interoperability - Air Traffic Management/Air Navigation Services
CS-ACNS Airborne Communications, Navigation and Surveillance

Lease

‘Dry lease agreement’
means an agreement between undertakings pursuant to which the aircraft is operated under the air operator certificate (AOC) of the lessee;

‘Wet lease agreement’
means an agreement between air carriers pursuant to which the aircraft is operated under the AOC of the lessor;

COMMISSION REGULATION (EU) No 965/2012, 5 October 2012, *ANNEX I,* Definitions for terms used in Annexes II to V

Lease

NEW

EASA: Air Operations Regulation Second edition September 2014:

Dry lease agreement' means an agreement between undertakings pursuant to which the aircraft is operated
under the AOC of the lessee or, in the case of commercial operations other than CAT, under the responsibility of the lessee.

'Wet lease agreement' means an agreement:

– in the case of CAT operations, between air carriers pursuant to which the aircraft is operated under
the AOC of the lessor; or
– in the case of commercial operations other than CAT, between operators pursuant to which the aircraft is operated under the responsibility of the lessor.

"(13) Complex-Motor-Powered Aircraft (CMPA)" means:

(i) An aeroplane

- With a MTOM exceeding 5,700kg or;
- Certificated for a maximum passenger seating configuration of more than 19, or
- Certificated for operation with a minimum crew of at least 2 pilots, or
- Equipped with (a) turbojet engine(s) or
- More than one turboprop engine,

"**Complex-Motor-Powered Aircraft (CMPA)**" means: . . .

(ii) A helicopter

- Certificated with a maximum certificated take-off mass exceeding 3,175kg or;
- For a maximum passenger seating configuration of more than 9 or
- Certificated for operation with a minimum crew of at least 2 pilots; or

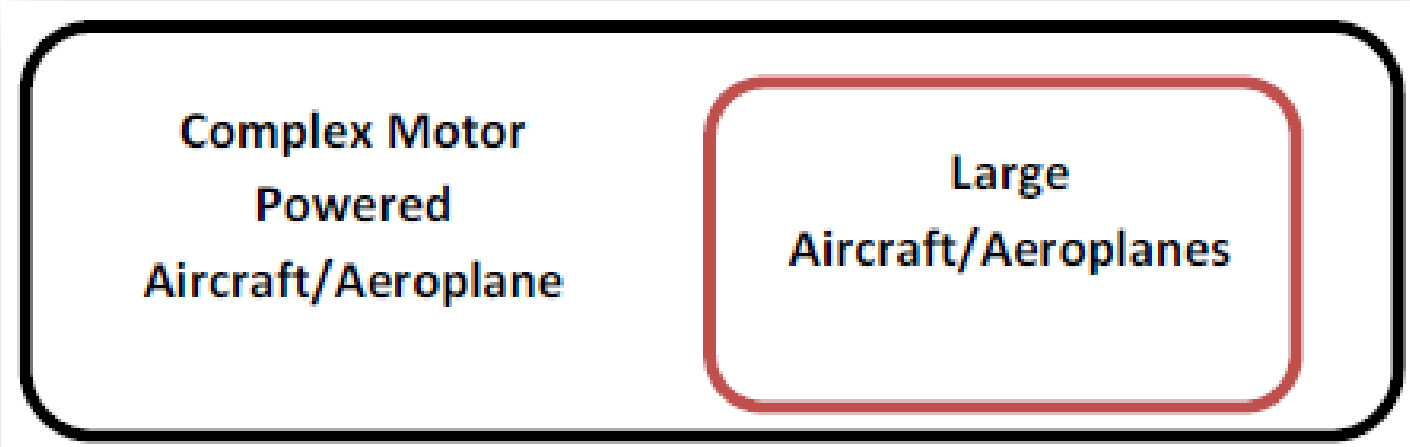
(iii) A tilt rotor aircraft;

Difference between “CMPA” and “Large” classifications

LARGE

- **Aeroplane** (MCTOM > 5700 kg)
- **Helicopter** (Multi engines)

Difference between “CMPA” and “Large” classifications



For **helicopters**, the relation between “large” and “CMPA” can be depicted as follow:

Complex Motor Powered Aircraft/Helicopter
Including single engined helicopter with MTOM > 3,175kg
Multi engined Helicopter with MTOM > 3,175kg
Large Aircraft/Helicopter
Including multi engined helicopter with MTOM < 3,175kg

Article 3:
Continuing Airworthiness Requirements

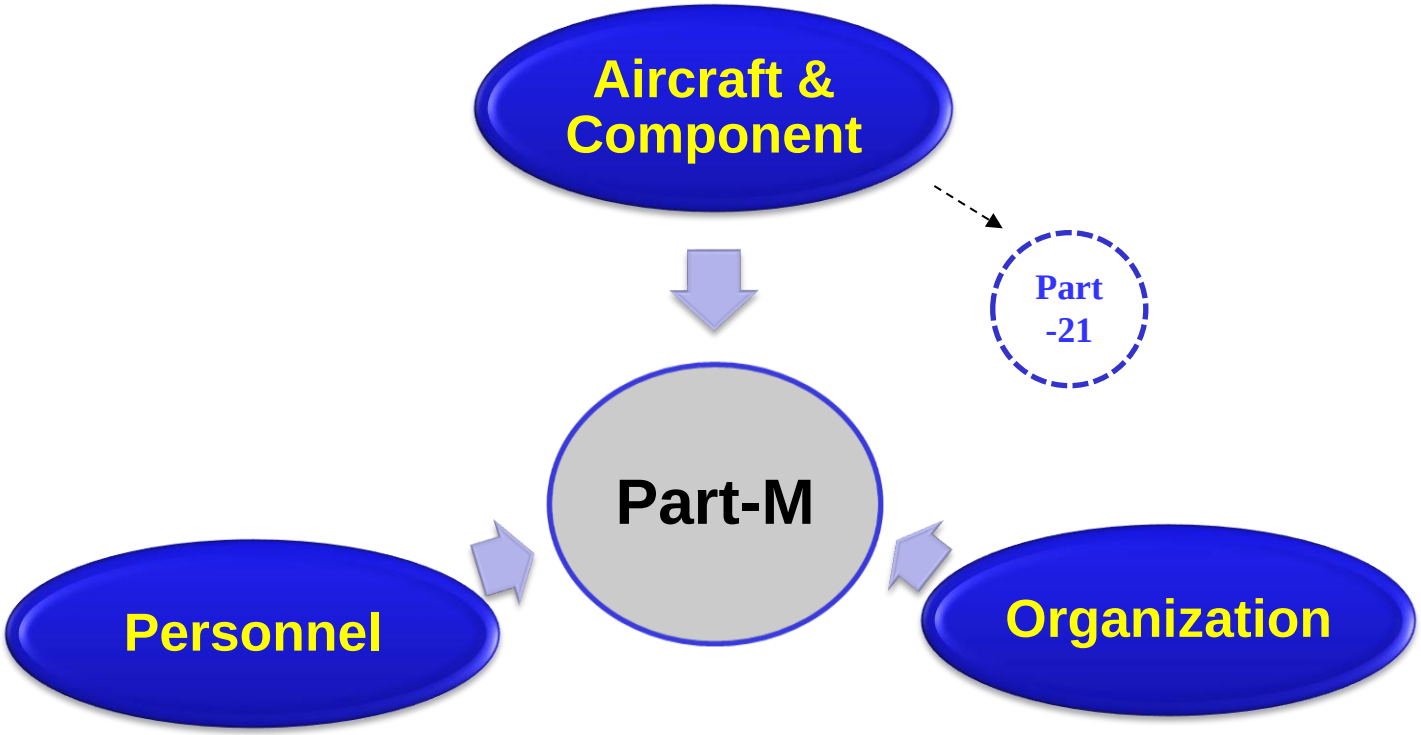
Article 3

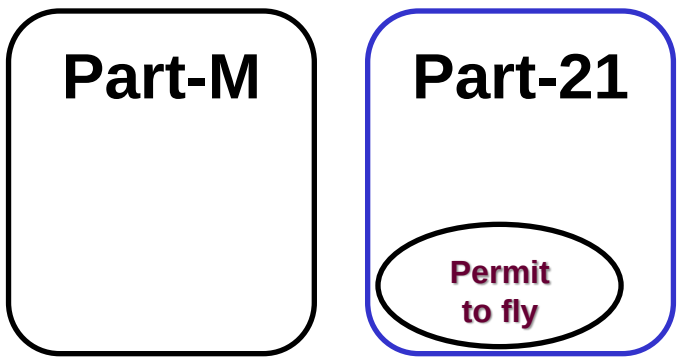
(a) The continuing airworthiness of aircraft and components shall be ensured iaw the provisions of CAA Part-M.

(b) Organisations and personnel involved in the continuing airworthiness of aircraft and components, including maintenance, shall comply with the provisions of CAA Part-M, and where appropriate those specified in M.4 and M.5.

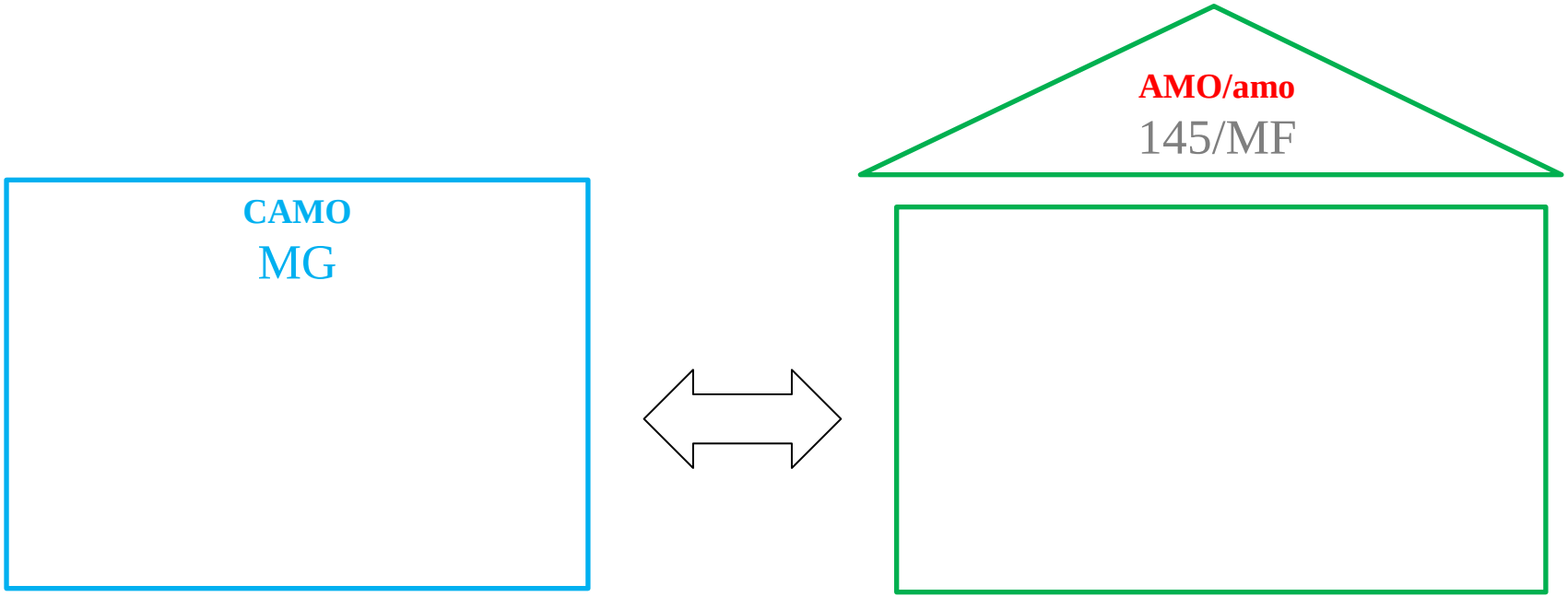
(c) By derogation from paragraph (a), the continuing airworthiness of aircraft holding a Flight Permit shall be ensured on the basis of the specific continuing airworthiness arrangements as
defined in the **Flight Permit** issued iaw CAA Part-21.

Article 3


Aircraft & Component
Part -21
Part-M
Personnel
Organization


Part-M
Part-21
Permit to fly

Article 3



- Development of MP,
- Development of Reliability reporting,
- Assessment, Planning, Follow up of AD and SB,
- Control and Planning of LLP (Life Limit Part)
- Engine Health monitoring
- Maintenance planning and control
- Weight & balance, documentation management

- Line maintenance
- Base maintenance
- Component maintenance

137

Article 4:
Maintenance Organisation Approval

Article 4
Maintenance Organisation Approval

(a) Organisations involved in the maintenance of **CMPA** **or** of aircraft used for **CAT**, and components intended for fitment thereto, shall be approved iaw the provisions of Part-145.

MCTOM>5700

More than one engine

AMO

Article 4
Maintenance Organisation Approval

(b) Organisations involved in the maintenance of aircraft and components not listed in point (a), shall be approved iaw the provisions of **Subpart-F** of Part-M (MF).

Non CAT non CMPA

amo

Article 4

Maintenance

AMO

amo

Independent certifying staff, or Pilot-owner

Article 5:
Certifying Staff

Article 5

Certifying staff shall be qualified iaw the provisions of CAA Part-66,

except as provided for in points:

- M.A.606(h),
- M.A.607(b),
- M.A.801(d) and
- M.A.803 of CAA Part-M and in point
- 145.A.30(j),
- 145.A.30(i) and
- Appendix III to CAA Part-145.

Article 6:
Training organisation requirements

Article 6

Organisations involved in the training of personnel referred to in Article 5 shall be approved iaw CAA **Part-147** to be entitled:

(a) to conduct recognised basic training courses; and/or
(b) to conduct recognised type training courses; and
(c) to conduct examinations; and
(d) to issue training certificates.

Minimum Equipment List (MEL)

Definitions

A minimum equipment list (MEL) is a **list** which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative (which is)

- prepared by **an operator**
- in conformity with, or more restrictive than, the MMEL established for the aircraft type.

MEL

(MEL) is a list of items that may be inoperative and still allow an aircraft to be considered airworthy.

AMC 145.A.35(a) Certifying staff and support staff

The AMO should specifically ensure that the individual competencies have been established with regard to:

knowledge of the associated organisation and operator procedures i.e.

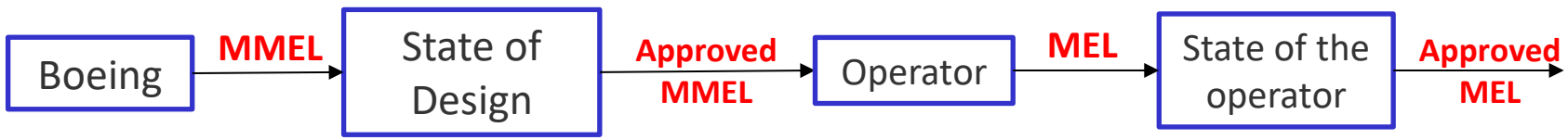
- handling and identification of components,
- **MEL use,**
- Technical Log use,
- etc.

Master Minimum Equipment list (MMEL)

The MMEL is a list established for

- a particular aircraft type
- by the organisation responsible for the type design (Boeing/ Airbus / …)
- with the approval of the State of Design (FAA/ EASA/…)
- which identifies items which individually may be unserviceable at the commencement of a flight.

But the MEL is approved by state of the operator.



Benefits of using a MEL

1. Operations with inoperative equipment are simplified since there is a single reference document which contains everything needed to "defer" a piece of equipment.

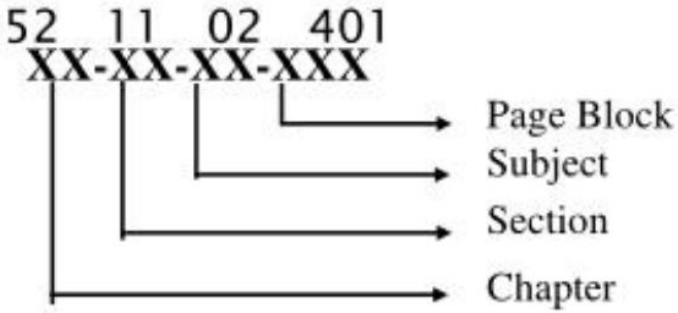
2. For each item, the MEL will briefly describe how the operation of the aircraft will be affected and if there are any other systems affected by that deferral.

3. Aircraft operators can customize MELs to suit their operational needs.

4. MEL document is easily-scaled for large fleets of aircraft.

ATA Spec 100

Format



Example:

- 52 Doors
- 52-11 Passenger Doors
- 52-11-02 Passenger Door Handle
- 52-11-02-401 R/I Procedure for Pax Door Handles

AIRCRAFT: BOMBARDIER CL-600-2B19/ -2C10/-2D15/-2D24/-2E25	REVISION NO: 18 DATE: 07/09/2012	PAGE NO: 49-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49 AUXILIARY POWER				
10-01 Auxiliary Power Unit (APU)				
1) 600-2B19	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both Integrated Drive Generators (IDG) are operative. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.

time limitations

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.
The letter designators are inserted adjacent to Column 2.

(M) or (O)

15."(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16."(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

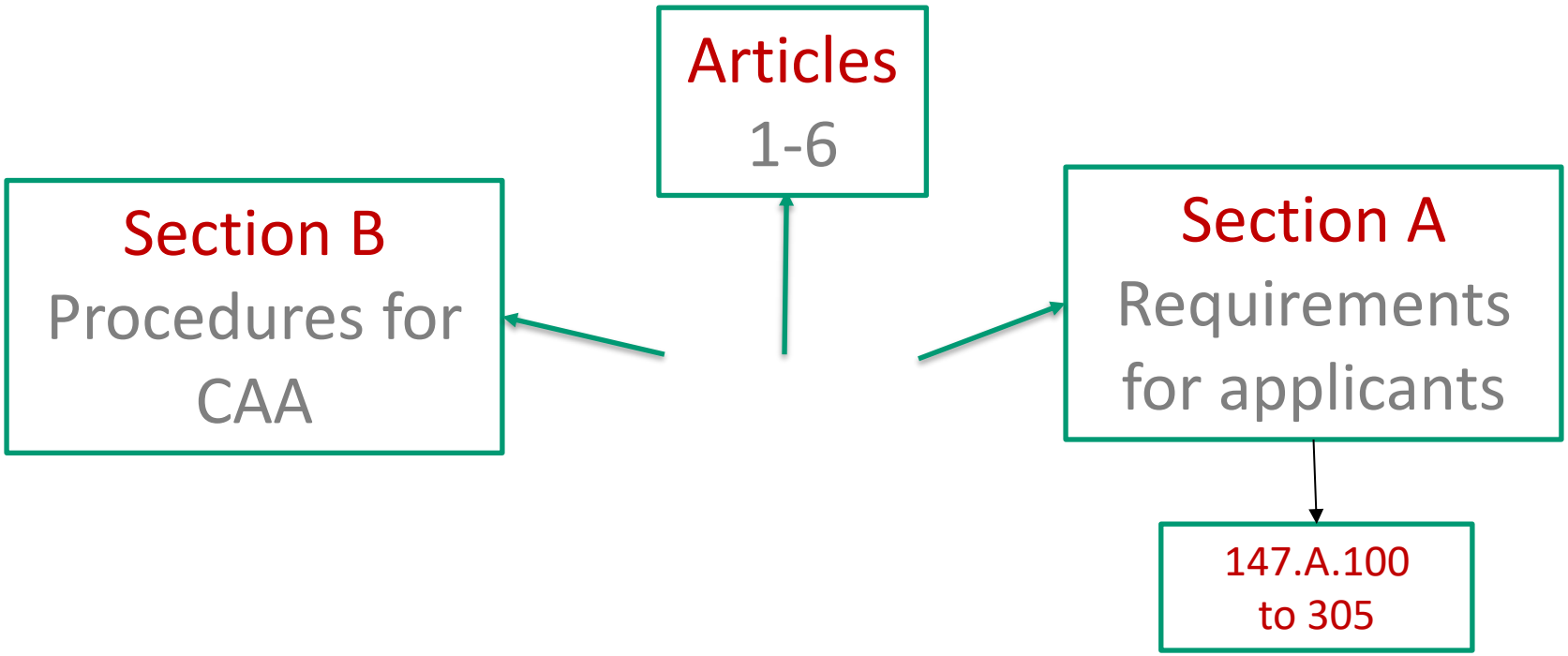
CDL

The MEL is entirely separate from the Configuration Deviation List (CDL), which is a list of secondary airframe and engine components which may be recorded as missing for without prejudicing the acceptance of an aircraft for flight.

Part-147

Part-147:
Requirements to be met by a training organisations seeking approval (MTOAC) to conduct maintenance training and examination.

Part-147


Articles
1-6
Section B
Procedures for CAA
Section A
Requirements for applicants
147.A.100
to 305

MTO
Facility
Personnel
Instructional equipment
Quality system
Material
MTOE
Examination & Assessment

Facilities

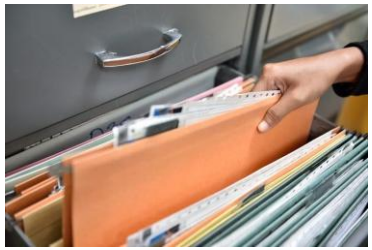
1. Training Room/…

2. Workshops (Basic training)

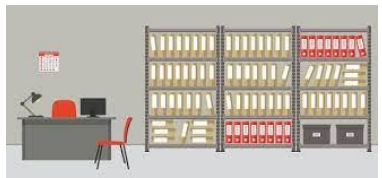
3. Office accommodation for personnel

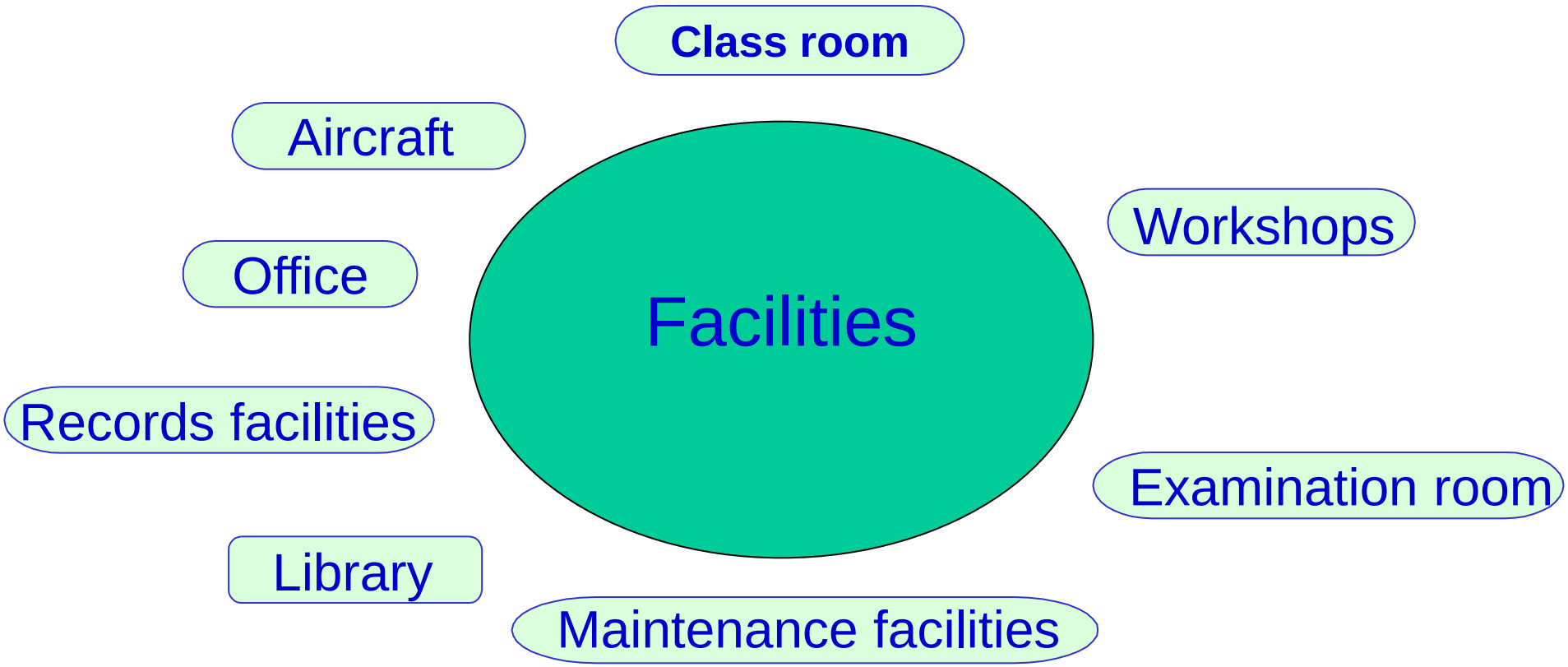
4. Examination Salon/Room/ …

5. Storage for examination papers and training records



6. Library (technical material)




Class room
Aircraft
Workshops
Office
Facilities
Records facilities
Examination room
Library
Maintenance facilities

Facilities

Training (theory) & Examinations (knowledge) facilities

Other facilities

Training
(Theoretical & Practical)

Basic

All modules

Type/Task

Examination
Assessment

~~Component~~

The Minimum Basic Training Course comprises of :

- Cat A1,A3,A4:

– 800 hours of which 30-35% is theoretical.

- Cat A2:

– 650 hours of which 30-35% is theoretical.

- Cat B1.1, B1.3, B1.4 and B2:

– 2400 hours of which 50–60% is theoretical.

- Cat B1.2:

– 2000 hours of which 50-60% is theoretical.

- Cat B3 – 1000 hours of which 50–60% is theoretical.

The practical element of the training course is subdivided in order that at least 30% of the practical training is conducted in an actual PART-145 approved maintenance working environment

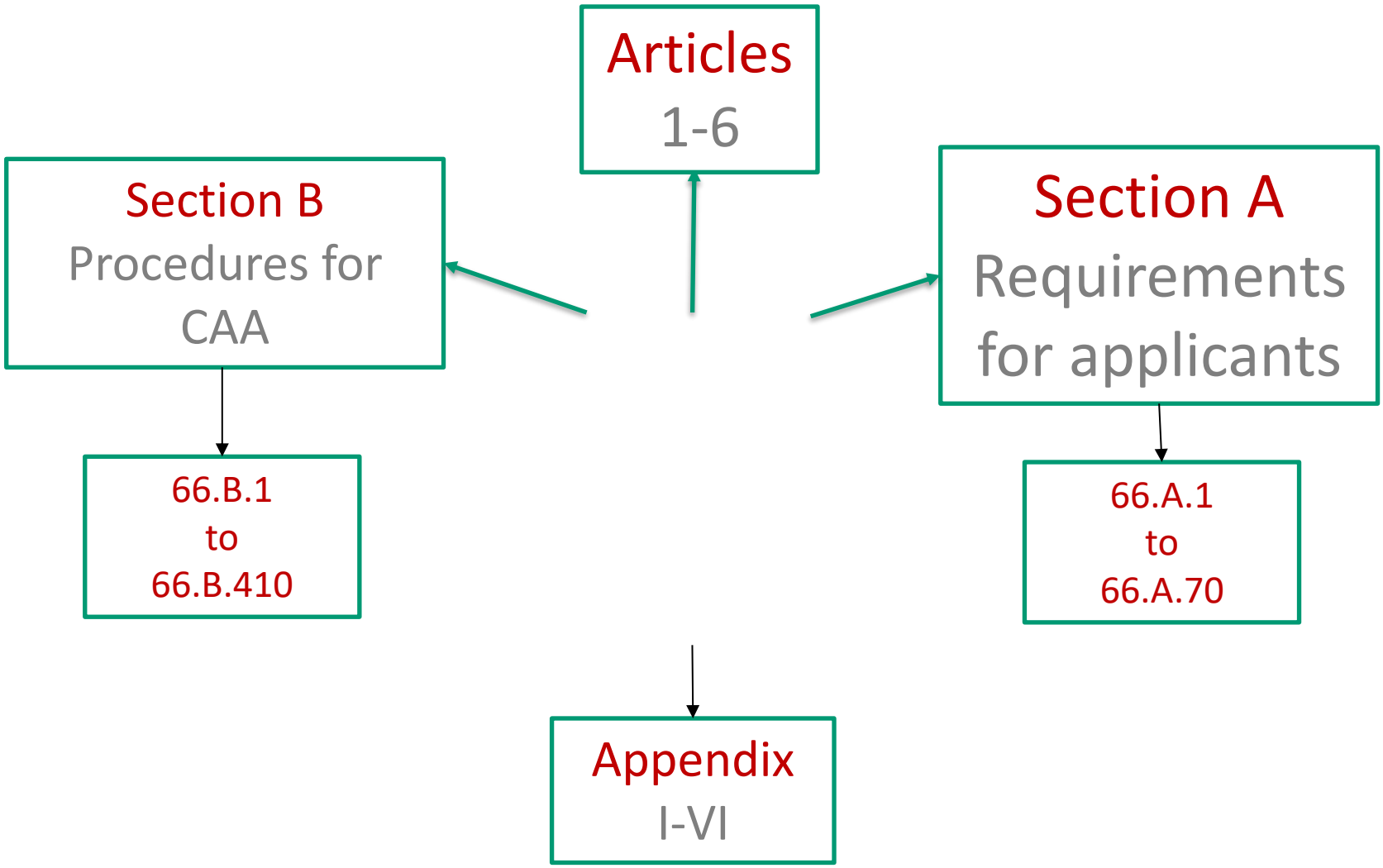
Note:

1. Part-147 organization can be a training & examination center,

2. Part-147 can NOT be an EXAMINATION center ONLY.

Part-66

Part-66



Module: 1-17b, ….

AML Categories -Basic

Category A
Category B1
Category B2
Category C

A1 and B1.1 Aeroplanes Turbine

A2 and B1.2 Aeroplanes Piston

A3 and B1.3 Helicopters Turbine

A4 and B1.4 Helicopters Piston

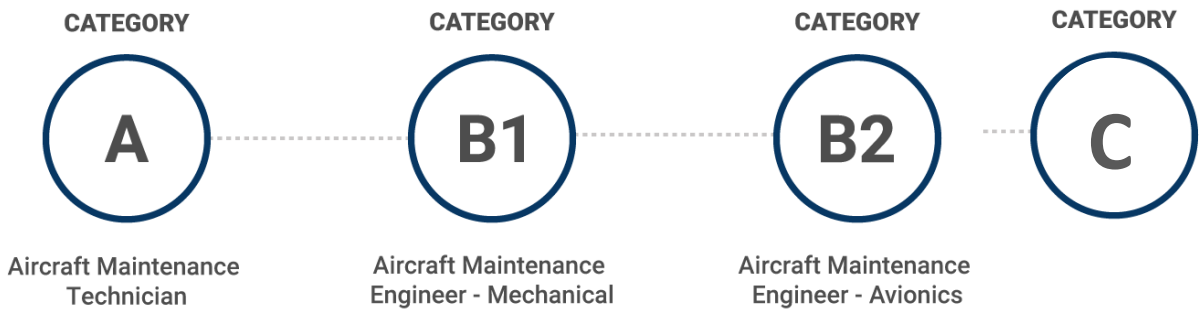
AML Categories – Type / Task

Cat A (Line Maintenance Certifying Mechanic)

Cat B1 (Maintenance Certifying Technician - Mechanical)

Cat B2 (Maintenance Certifying Technician - Avionic)

Cat C (Base Maintenance Certifying Engineer)



AML Categories – Type / Task

Part-66	old
Cat A (Line Maintenance Certifying Mechanic)	--
Cat B1 (Maintenance Certifying Technician - Mechanical)	A & P (Airframe and Powerplant)
Cat B2 (Maintenance Certifying Technician - Avionic)	E & E (Electric & Electronic) Avionic
Cat C (Base Maintenance Certifying Engineer)	--

Aircraft groups

Group 1

- CMPA
- Multiple engine helicopters,
- Aeroplanes with maximum certified operating altitude exceeding FL290,
- Aircraft equipped with fly-by-wire systems and
- Other aircraft requiring an aircraft type rating when defined so by CAA.

Group 2

- Single turbo-propeller engine aeroplanes
- Single turbine engine helicopters
- Single piston engine helicopters.

Group 3

- Piston engine aeroplanes other than those in Group 1.

Aircraft rating requirements			
Aircraft Groups	**B1/B3 licence**	**B2 licence**	**C licence**
Group 1 • Complex motor-powered aircraft. • Multiple engine helicopters. • Aeroplanes certified above FL290. • Aircraft equipped with fly-by-wire. • Other aircraft when defined by the Agency.	**(For B1)** **Individual TYPE RATING** Type training: – Theory + examination – Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	**Individual TYPE RATING** Type training: – Theory + examination – Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	**Individual TYPE RATING** Type training: – Theory + examination
Group 2: **Subgroups:** **2a: single turboprop aeroplanes** (*) **2b: single turbine engine helicopters** (*) **2c: single piston-engine helicopters** (*) (*) Except those classified in Group 1	**(For B1.1, B1.3, B1.4)** **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full SUBGROUP RATING** (type training + OJT) **or** (type examination + practical experience) on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** (type training + OJT) **or** (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup	**Individual TYPE RATING** (type training + OJT) **or** (type examinatino + practical experience) **Full SUBGROUP RATING** based on demonstration of practical experience **Manufacturer SUBGROUP RATING** based on demonstration of practical experience	**Individual TYPE RATING** type training **or** type examination **Full SUBGROUP RATING** type training **or** type examination on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** type training **or** type examination on at least 2 aircraft representative of that manufacturer subgroup

Group 3 **Piston-engine aeroplanes** (except those classified in Group 1)	**(For B1.2)** **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full GROUP 3 RATING** based on demonstration of practical experience **Limitations:** • Pressurised aeroplanes • Metal aeroplanes • Composite aeroplanes • Wooden aeroplanes • Metal tubing & fabric aeroplanes	**Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full GROUP 3 RATING** based on demonstration of practical experience	**Individual TYPE RATING** type training **or** type examination **Full GROUP 3 RATING** based on demonstration of practical experience
Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below	**(For B3)** **FULL RATING "Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below"** based on demonstration of practical experience **LIMITATIONS:** • Pressurised aeroplanes • Metal aeroplanes • Composite aeroplanes • Wooden aeroplanes • Metal tubing & fabric aeroplanes	**NOT APPLICABLE**	**NOT APPLICABLE**

Basic

- In order to get an Part-66 AML (Aircraft Maintenance License), an applicant needs:

1. Basic **knowledge** (66.A.25) (training courses and examinations)
2. Basic **experience** (66.A.30).

Basic knowledge

66.A.25 and Appendix I

Courses / Examination / Credits

Course
(Part-147 approved courses)

+

Examination

in Part 147 / in CAA

Basic experience

66.A.30

-Duration depends on completed training;

- completion Part-147 approved course or
- completion national training (‘skilled worker’)

- In AMO (Aircraft Maintenance Organisation); and
- On Operating Aircraft; and
- Shall be practical experience; and
- Recent experience in (sub)category needed; and
- Could be Civil/not civil experience; and
- Shall be representative cross section of tasks; and
- Shall be acceptable to CAA; and
- Shall be properly recorded (e.g.. logbook)

Experience

Cat	Practical maintenance experience on operating aircraft		
	Without previous technical training + Part-66 Basic Exams	Skilled Worker + Part-66 Basic Exams	Part-66 Basic Training in Part-147 training organisation
A B1.2 B1.4 B3	**3 years**	**2 years**	**1 year**
B1.1 B1.3 B2	**5 years**	**3 years**	**2 years**

Type training

- In order to get an aircraft **Type Rating** (TR) endorsed in the AML, an applicant needs:

  1. Type Training (Theoretical and Practical) (66.A.45)

  2. On-the-Job Training (OJT) for the first TR (66.A.45).

Type training

66.A.45(b) and Appendix III

Theory Exam + Practical Assessment

In a Part-147 organization / Directly approved by CAA

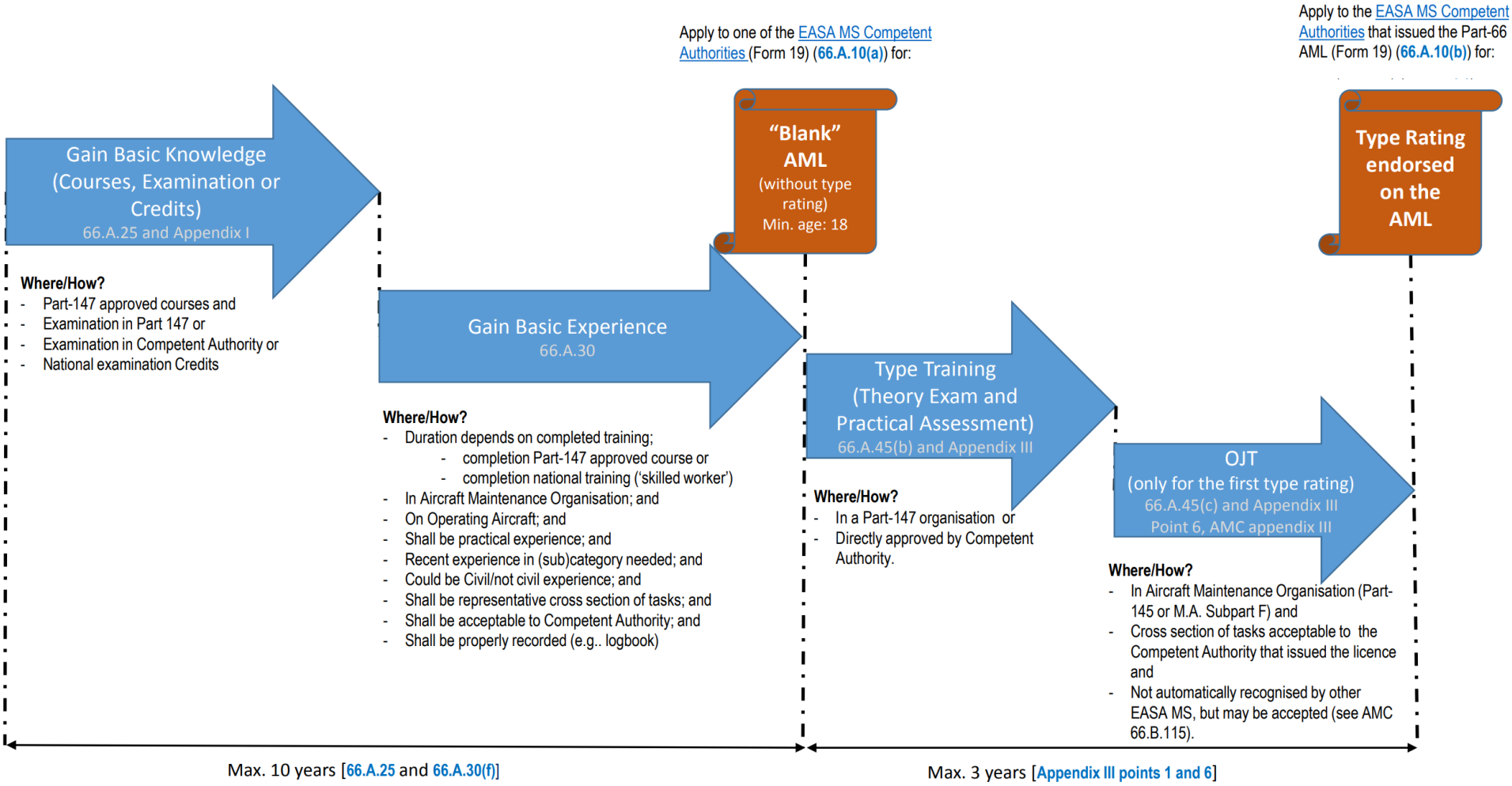
OJT

only for the first type rating

- In AMO (Aircraft Maintenance Organisation=145) / amo (Part-M Subpart F)
- Cross section of tasks acceptable to the CAA

66.A.45(c) and Appendix III Point 6, AMC appendix III

Part-66 Aircraft Maintenance Licence (AML)


Apply to one of the EASA MS Competent Authorities (Form 19) (66.A.10(a)) for:
Apply to the EASA MS Competent Authorities that issued the Part-66 AML (Form 19) (66.A.10(b)) for:
Gain Basic Knowledge (Courses, Examination or Credits)
66.A.25 and Appendix I
Where/How?
- Part-147 approved courses and
- Examination in Part 147 or
- Examination in Competent Authority or
- National examination Credits
Gain Basic Experience
66.A.30
Where/How?
- Duration depends on completed training;
- completion Part-147 approved course or
- completion national training ('skilled worker')
- In Aircraft Maintenance Organisation; and
- On Operating Aircraft; and
- Shall be practical experience; and
- Recent experience in (sub)category needed; and
- Could be Civil/not civil experience; and
- Shall be representative cross section of tasks; and
- Shall be acceptable to Competent Authority; and
- Shall be properly recorded (e.g.. logbook)
"Blank" AML
(without type rating)
Min. age: 18
Type Training
(Theory Exam and Practical Assessment)
66.A.45(b) and Appendix III
Where/How?
- In a Part-147 organisation or
- Directly approved by Competent Authority.
OJT
(only for the first type rating)
66.A.45(c) and Appendix III
Point 6, AMC appendix III
Where/How?
- In Aircraft Maintenance Organisation (Part-145 or M.A. Subpart F) and
- Cross section of tasks acceptable to the Competent Authority that issued the licence and
- Not automatically recognised by other EASA MS, but may be accepted (see AMC 66.B.115).
Type Rating endorsed on the AML
Max. 10 years [66.A.25 and 66.A.30(f)]
Max. 3 years [Appendix III points 1 and 6]

Privileges

The holder of an aircraft maintenance licence may not exercise its privileges unless:

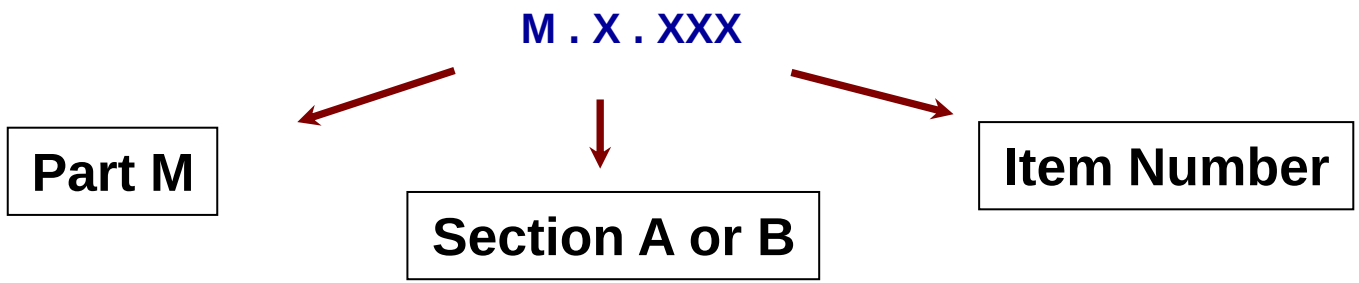
1. in compliance with Part M and Part 145

2. in the preceding 2-year period he/she has, either had 6 months of maintenance
(Duration: or 100 days + Nature: Repairing; Modifying, …)

3. adequate competence to certify maintenance;
(appropriate knowledge, skills, attitude and experience to release)

4. language(s) of technical documentation and MOE
(read and understand, make written technical entries, …)

Part-M



Example: M.A.301 M.B.301 M.1

AMC M . X . XXX

AMC M.A.301

Example:

GM M . X . XXX

GM M.A.301

Example:

- Foreword
- General
- M.1-M.6 Objective and scope-Authority

- Section A Technical Requirements, Subpart A-I

- Section B Procedures for authorities

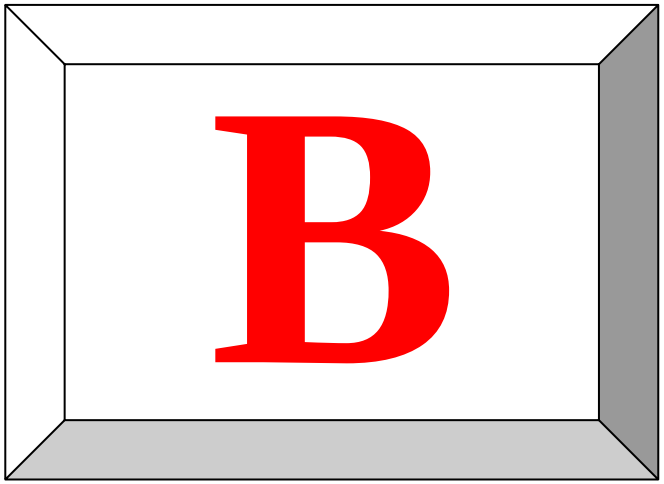
- Appendices: I-VIII
- Appendices to AMCs: I-XIII

Maintenance

Subpart B	Accountability (Maintenance)
Subpart D	Maintenance Standards
Subpart E	Components
Subpart H	Certificate of Release to Service — CRS
Subpart F	Maintenance Organisation: 601-609

Continuing Airworthiness

Subpart B	Accountability (CA)
Subpart C	Continuing Airworthiness
Subpart G	Continuing Airworthiness Management Organisation (CAMO)
Subpart I	Airworthiness Review Certificate


B

SUBPART

B

ACCOUNTABILITY

Responsibility:

- Owner
- Operator
- Person or organisation performing maintenance
- CAMO (Continuing airworthiness management organisation)
- PIC (Pilot-in-command)

owner

When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable.

lessee

The owner is responsible for the CA of an aircraft and shall ensure that no flight takes place unless:

owner

4

1. The aircraft is maintained in an airworthy condition
2. Any Operational and Emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable
3. C. of A remains valid
4. Maintenance iaw AMP

The aircraft is maintained in an airworthy condition

≠

C. of A remains valid

?

- When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:

  - 1. the lessee is stipulated on the Registration document, or;
  - 2. detailed in the Leasing contract.

Maintenance

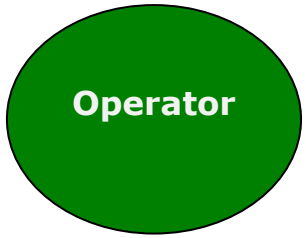
Maintenance of:

- large aircraft,
- aircraft used for CAT and
- components thereof

- Shall be carried out by a Part-145 AMO.

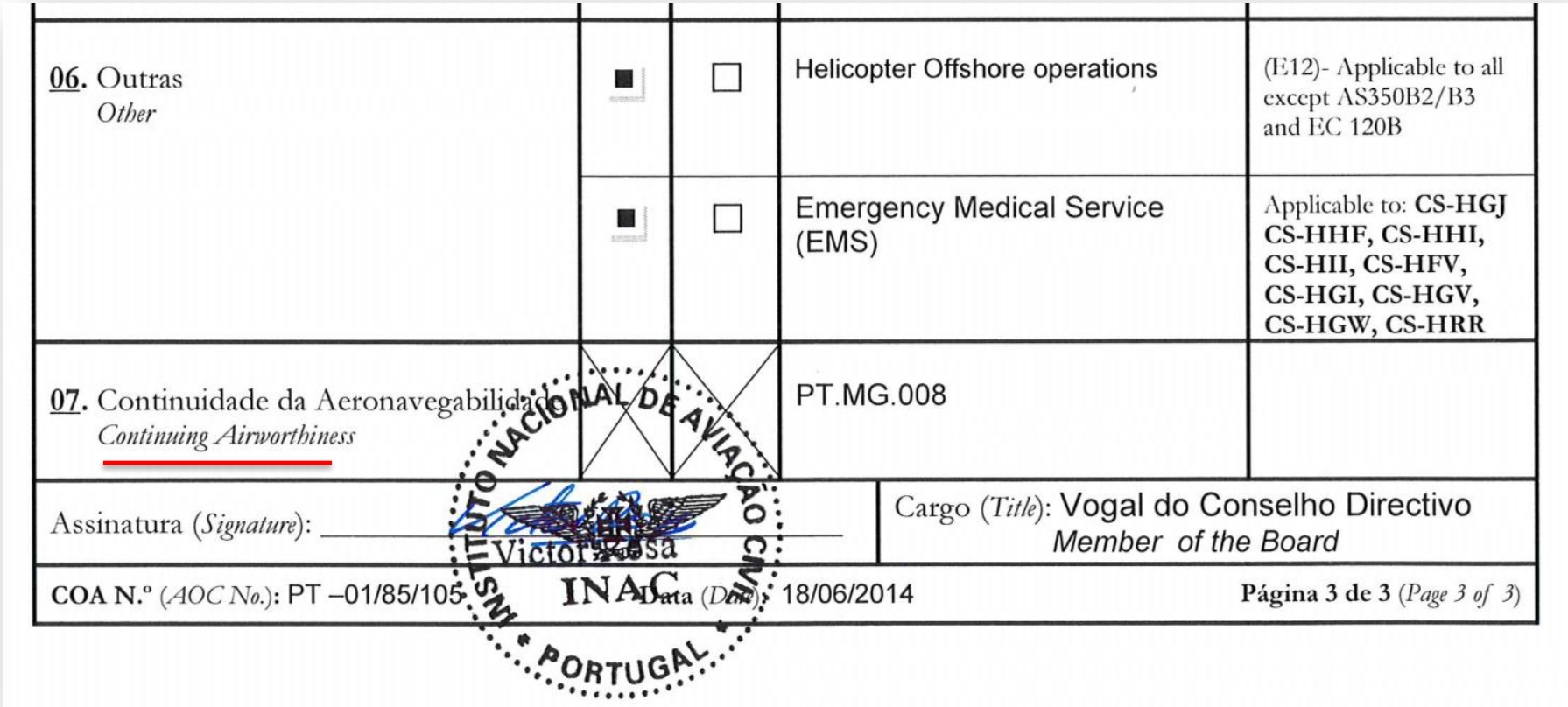
CAT

"In the case of CAT the operator is responsible for the CA of the aircraft it operates",



CAT

- "In the case of CAT the operator
- 1. Be approved, as part of the AOC (air operator certificate)



06. Outras *Other*	■	☐	Helicopter Offshore operations	(E12)- Applicable to all except AS350B2/B3 and EC 120B
	■	☐	Emergency Medical Service (EMS)	Applicable to: **CS-HGJ CS-HHF, CS-HHI, CS-HII, CS-HFV, CS-HGI, CS-HGV, CS-HGW, CS-HRR**
07. Continuidade da Aeronavegabilidade *Continuing Airworthiness*	☒	☒	PT.MG.008	
Assinatura (*Signature*):			Cargo (*Title*): Vogal do Conselho Directivo *Member of the Board*	
COA N.º (*AOC No.*): PT –01/85/105			**Data** (*Date*): 18/06/2014	**Página 3 de 3** (*Page 3 of 3*)

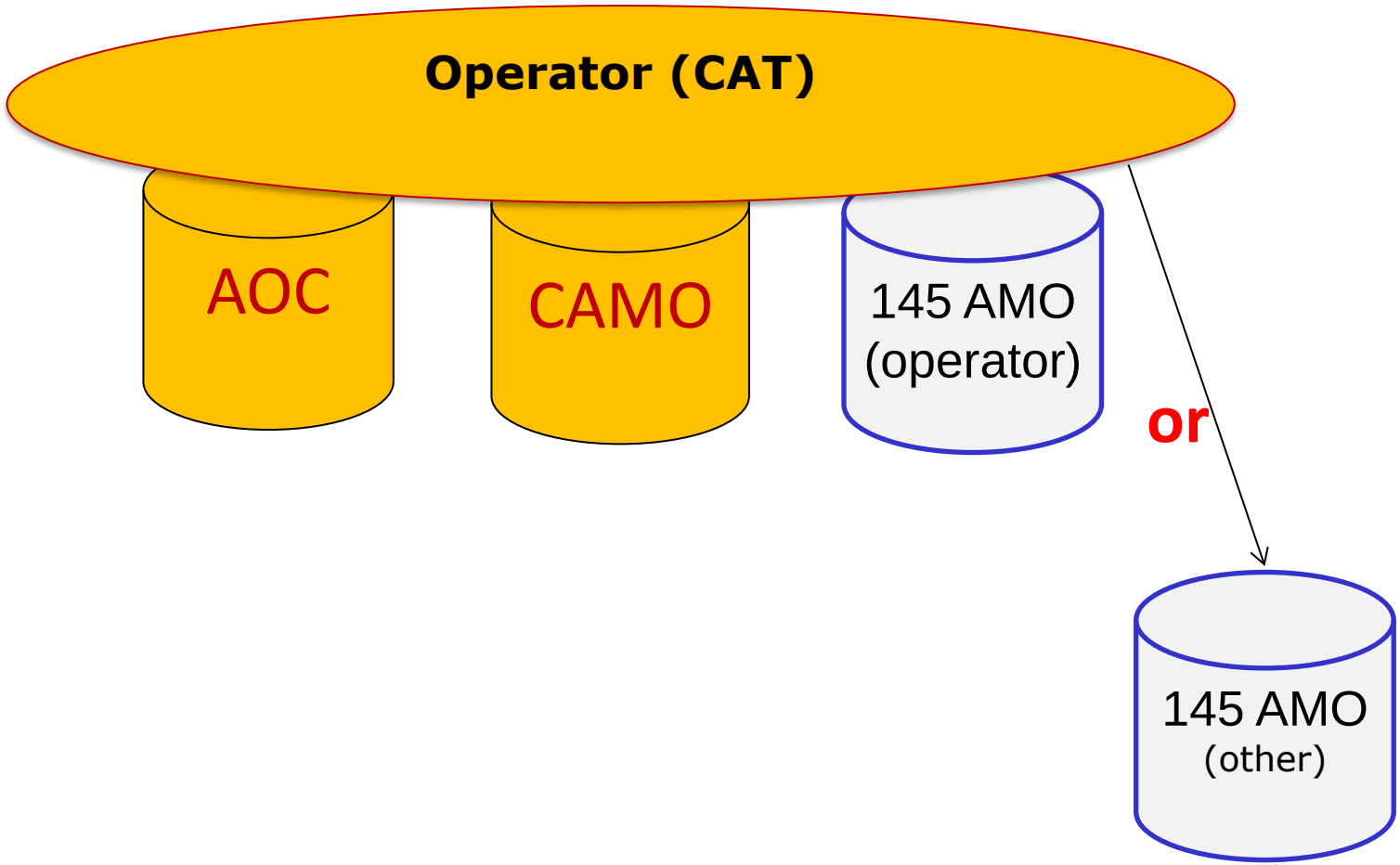
INSTITUTO NACIONAL DE AVIAÇÃO CIVIL * PORTUGAL
Victor Sousa
INAC

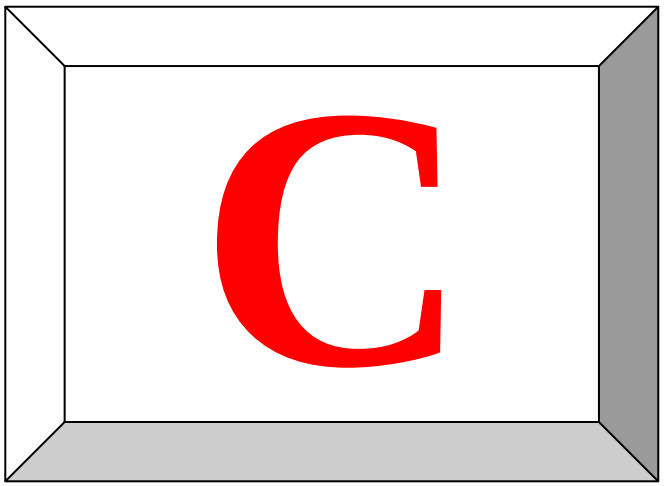
CAT

- 2. Be approved iaw Part-145 or contract such an organisation; and

- 3. Ensure

1. The aircraft is maintained in an airworthy condition
2. Any Operational and Emergency equipment fitted …
3. C. of A remains valid
4. Maintenance iaw AMP


Operator (CAT)
AOC
CAMO
145 AMO
(operator)
or
145 AMO
(other)


C

The aircraft CA and the serviceability of both operational and emergency equipment shall be ensured by:

❶, ❷, ❸, ❹, ❺, ❻, ❼, ❽

❶ Pre-flight inspection

1. Airworthy condition
2. Operational and emergency equipment
3. C. of A remains valid
4. Maintenance iaw AMP

❷ The rectification iaw data (specified in point M.A.304 and/or point M.A.401), as applicable, of any defect and damage affecting safe operation, taking into account, for all large aircraft or CAT, the MEL/CDL

❸ The accomplishment of all maintenance, iaw the approved MP

Whenever a maintenance check cannot be performed within the required time limit, its **postponement** is allowed iaw a procedure agreed by the appropriate Authority.

❹ For all large aircraft / CAT the analysis of the effectiveness of approved MP

❺ The accomplishment of any applicable:

(i) AD,

(ii) Operational Directive (OD) with a CA impact, → RVSM, RNAV, MNPS, ETOPS, ...

(iii) CA requirement established by the CAA,

(iv) Measures mandated by the CAA in immediate reaction to a safety problem;

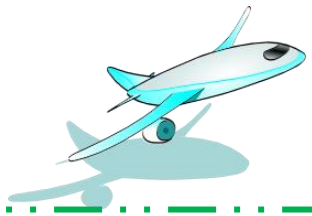
❻ The accomplishment of **modifications** and **repairs** iaw M.A.304;

M.A.304 Data for modifications and repairs

❼ Establishment of an **embodiment policy** for non-mandatory modifications and/or inspections, (for all large aircraft /CAT);

Service bulletins, Service lettres, …

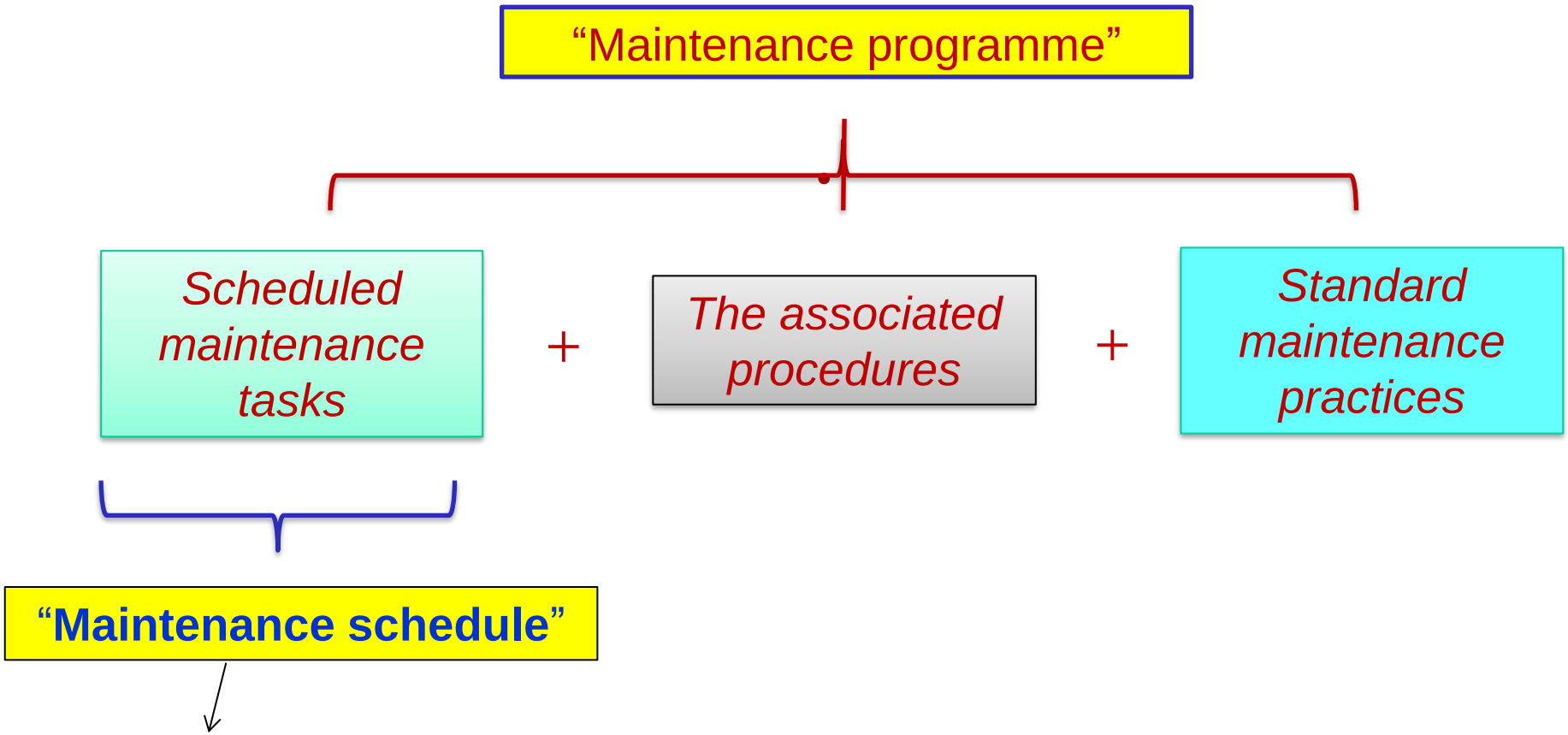
❽ Maintenance **check flights** when necessary.



M.A.302
Aircraft Maintenance Programme

AMC M.A.302 1

Aircraft Maintenance programme (AMP)



Example: Helicopter

AMC M.A.302 4

The aircraft MP should contain:

- ✓ a preface which will define the MP contents,
- ✓ the inspection standards to be applied,
- ✓ permitted variations to task frequencies and
- ✓ where applicable, any procedure to manage the evolution of established check or inspection intervals.

Variations

Escalation

AMC M.A.302 5

Repetitive maintenance tasks derived from modifications and repairs should be incorporated into the AMP.

- The MP and any subsequent amendments shall be approved by the CAA.

REPUBLIC OF TURKEY
MINISTRY OF TRANSPORT MARITIME AFFAIRS AND COMMUNICATIONS
DIRECTORATE GENERAL OF CIVIL AVIATION

ORGANISATION	ONUR AIR TAŞIMACILIK A.Ş.
TITLE	AIRBUS A300-600 MAINTENANCE PROGRAM
ISSUE DATE	REVISION NO
26/07/2012	14

EFFECTED

AIRCRAFT TYPE	:	AIRBUS A300B4-605R,
REG. MARKS (MSN)	:	TC-OAA (744), TC-OAB (749), TC-OAG (747), TC-OAH (584), TC-OAO (764), TC-OAZ (603),
ENGINE TYPE	:	GE CF6-80C2/A5

This Maintenance Program has been evaluated and inspected in accordance SHY-M, and approved by the Airworthiness Department of the Turkish DGCA

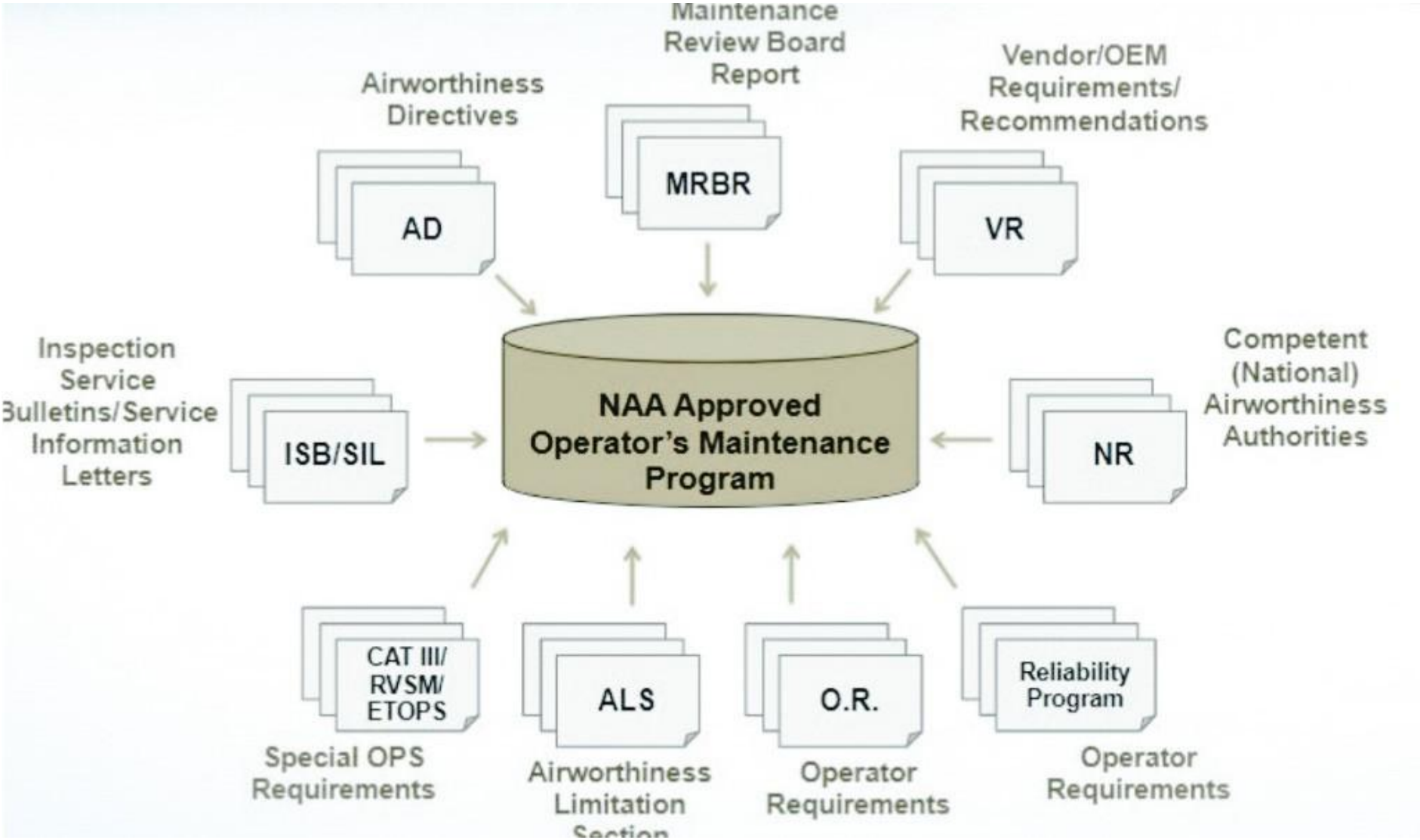
Inspected By:

Mustafa ERDOĞAN
Engineer

Approved By:

M. Seyda AKDAG
Acting Maintenance Manager

Approval Date
August 02, 2012


Maintenance Review Board Report
Airworthiness Directives
Vendor/OEM Requirements/ Recommendations
MRBR
AD
VR
Inspection Service Bulletins/Service Information Letters
ISB/SIL
NAA Approved Operator's Maintenance Program
NR
Competent (National) Airworthiness Authorities
CAT III/ RVSM/ ETOPS
ALS
O.R.
Reliability Program
Special OPS Requirements
Airworthiness Limitation
Operator Requirements
Operator Requirements

"Reliability Programme"

❖ (f) For large aircraft, when the MP is based on

- MSG (Maintenance Steering Group) logic or
- Condition monitoring,
- the aircraft MP shall include a:

"Reliability Programme"

- *AMC.M.A.302 (d):*

- *An owner or operator's MP should normally be based upon:*

✓ *Maintenance review board (MRB) report where applicable,*

✓ *Maintenance Planning Document (MPD),*

✓ *Maintenance Manual (MM relevant chapters=ATA Chapter 5) or*

✓ *Other maintenance data containing information on*

- *scheduling.*

"Reliability Programme"

Reliability Result →

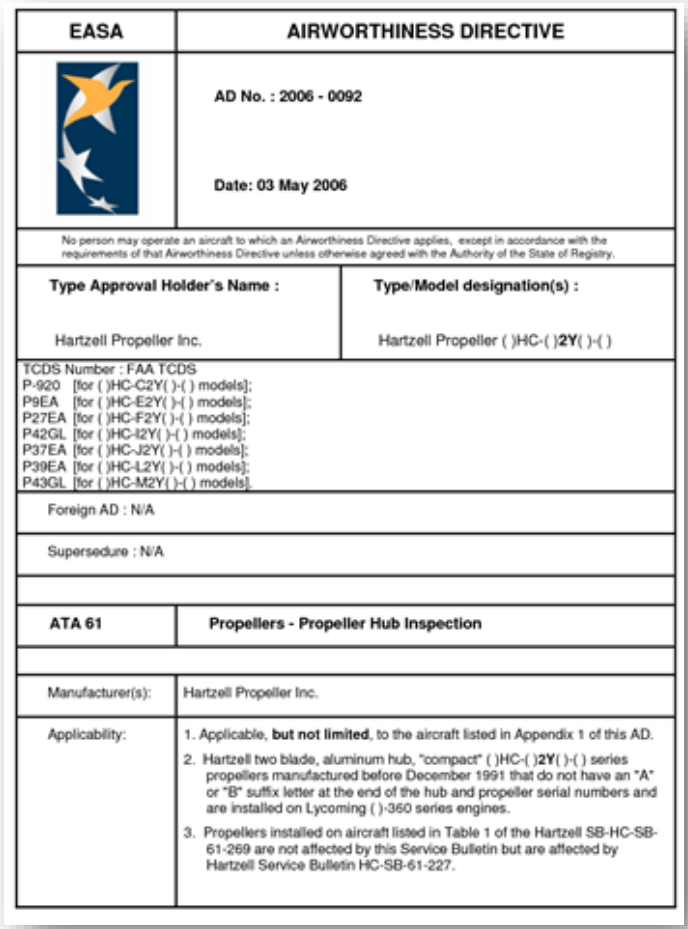
- ***MP tasks are effective***
- ***Escalation / De-escalation task***
- ***Deletion / Addition task***

M.A.303
Airworthiness directives

AD

- EASA:
- Any applicable AD (airworthiness directive) must be carried out within the requirements of that AD, unless otherwise specified by the Agency.

21A.3B Airworthiness directives



EASA	AIRWORTHINESS DIRECTIVE
	AD No. : 2006 - 0092 Date: 03 May 2006

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

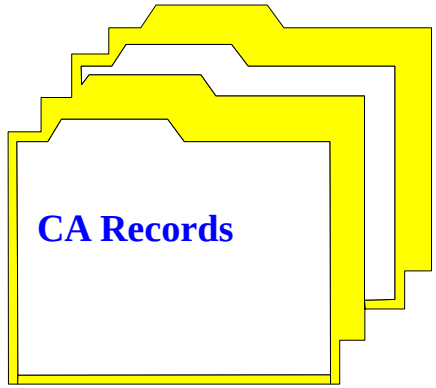
Type Approval Holder's Name :	Type/Model designation(s) :
Hartzell Propeller Inc.	Hartzell Propeller ( )HC-( )**2Y**( )-( )

TCDS Number : FAA TCDS
P-920 [for ( )HC-C2Y( )-( ) models];
P9EA [for ( )HC-E2Y( )-( ) models];
P27EA [for ( )HC-F2Y( )-( ) models];
P42GL [for ( )HC-I2Y( )-( ) models];
P37EA [for ( )HC-J2Y( )-( ) models];
P39EA [for ( )HC-L2Y( )-( ) models];
P43GL [for ( )HC-M2Y( )-( ) models].

Foreign AD : N/A

Supersedure : N/A

ATA 61	Propellers - Propeller Hub Inspection
Manufacturer(s):	Hartzell Propeller Inc.
Applicability:	1. Applicable, **but not limited**, to the aircraft listed in Appendix 1 of this AD. 2. Hartzell two blade, aluminum hub, "compact" ( )HC-( )**2Y**( )-( ) series propellers manufactured before December 1991 that do not have an "A" or "B" suffix letter at the end of the hub and propeller serial numbers and are installed on Lycoming ( )-360 series engines. 3. Propellers installed on aircraft listed in Table 1 of the Hartzell SB-HC-SB-61-269 are not affected by this Service Bulletin but are affected by Hartzell Service Bulletin HC-SB-61-227.



- *(b)* The aircraft CA records shall consist of:

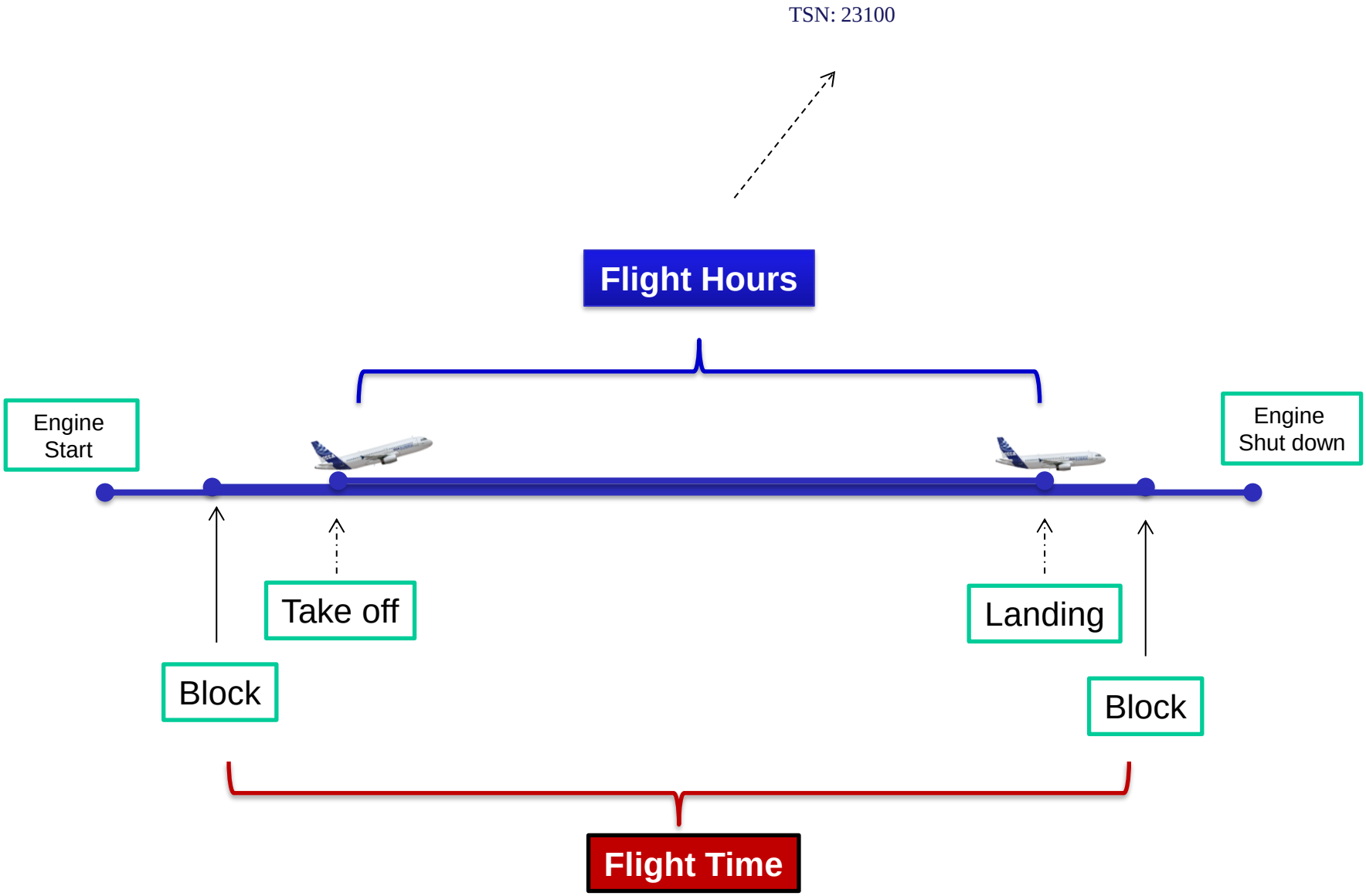
- 1. an Aircraft logbook,
- Engine logbook(s) or
- Engine module log cards,
- Propeller logbook(s) and
- Log cards for any service life limited component as appropriate, and,

- 2. when COM (CAT or COM other than CAT), the operator's technical log.

- Aircraft type
- Registration mark
- Total flight times
- Total Flight cycles
- Total Landings
- Calendar time

Example:

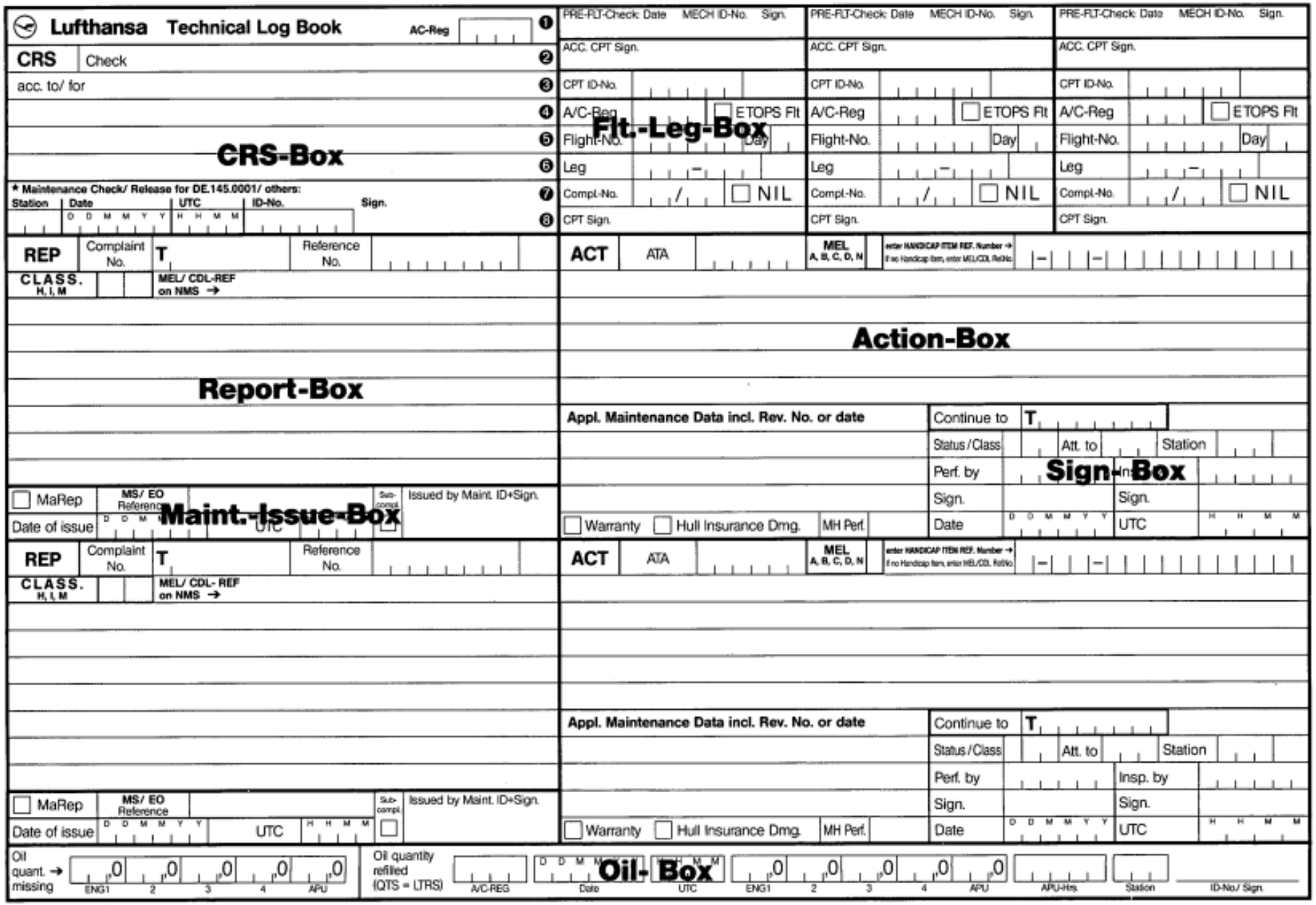
- Boeing B737-400
- EP-ABT
- Total flight times: 27100
- Total Flight cycles: 11020
- TSN: 23100
- TCN: 11020


TSN: 23100
Flight Hours
Engine Start
Engine Shut down
Take off
Landing
Block
Block
Flight Time

(d) The aircraft CA records shall contain the current:

1. Status of AD and measures mandated by the CAA in immediate reaction to a safety problem;
2. Status of modifications and repairs;
3. Status of compliance with MP;
4. Status of Service Life Limited components;
5. Mass and Balance report;
6. List of Deferred Maintenance.

M.A.306
Operator's technical log system



30680 O-08 (FRA WF/Q) Printed in the Federal Republic of Germany

CAMO

M.A.701 Scope
M.A.702 Application
M.A.703 Extent of approval
M.A.704 Continuing airworthiness management exposition (CAME)
M.A.705 Facilities
M.A.706 Personnel requirements
M.A.707 Airworthiness review staff
M.A.708 Continuing airworthiness management
M.A.709 Documentation
M.A.710 Airworthiness review
M.A.711 Privileges of the organisation
M.A.712 Quality system
M.A.713 Changes to the approved continuing airworthiness organisation
M.A.714 Record-keeping
M.A.715 Continued validity of approval
M.A.716 Findings

Facility:

- *Office accommodation*
- *Room (document consultation)*
- *Library*

Accountable manager
Quality Manager
Nominated Post holder
Nominated person
Nominated person
Nominated person
Airworthiness review staff
Other persons

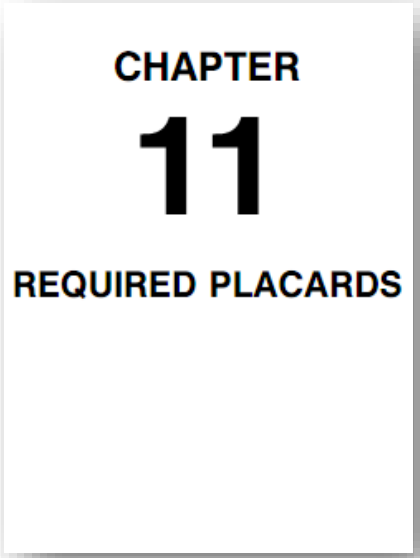
Airworthiness review

Document review + **Physical survey**

11 5

Physical survey

1. All required markings and placards are properly installed;



5

Physical survey

Markings and placards

Physical survey

Markings and placards

- Registration markings, including State of Registry fireproof **nameplate**
- Cockpit placards and instrument markings
- Fuelling markings (fuel vent, fuel dip stick markings),
- Emergency exit marking
- Inflate tires with nitrogen
- O^2 system information data
- …

Physical survey

Markings and Placards

Markings and placards are defined in the individual aircraft type design.

Some information may also be found in:

- the TCDS (Type Certificate Data Sheet),
- the STC (Supplemental Type Certificates),
- the Flight Manual,
- the Aircraft Maintenance Manual,
- the Illustrated Parts Catalogue,
- etc.

5

Physical survey

2. The aircraft complies with its approved Flight Manual;

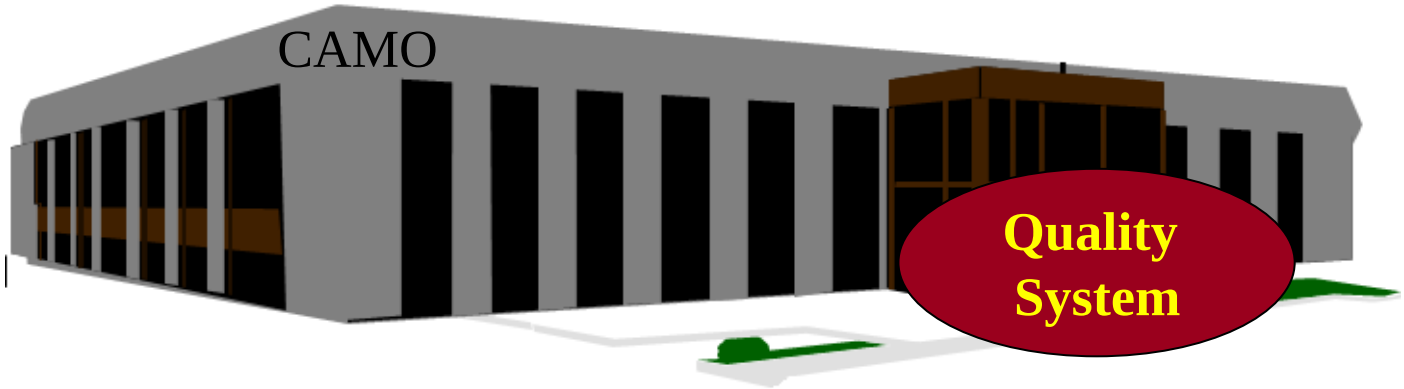
3. The aircraft configuration complies with the approved documentation;

4. No evident defect can be found that has not been addressed (according to point M.A.403);

5. No inconsistencies can be found with aircraft records.

May include verifications during flight.
CAMO should develop procedures (for compliance report).

5


CAMO
Quality System

Quality System

(a) To ensure that the approved CAMO continues to meet the requirements of this Subpart,
it shall:

- establish a **quality system** and
- designate a **quality manager**
- to monitor compliance with, and
- the adequacy of, procedures required to ensure airworthy aircraft.

- Compliance monitoring shall include a **feedback system** to the accountable manager to ensure corrective action as necessary.

Quality System

The quality system shall monitor M.A. Subpart G activities.

It shall at least include the following functions:

1. Monitoring that all M.A. Subpart G activities are being performed in accordance with the approved procedures, and;

CAME

2. Monitoring that all contracted maintenance is carried out iaw the contract, and;

3. Monitoring the continued compliance with the requirements of this Part.

Quality System

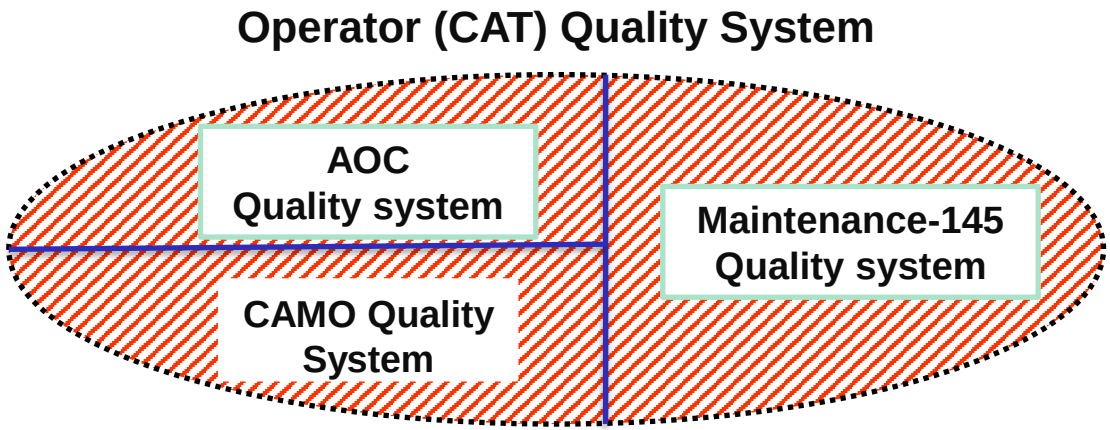
Quality System:

- Independent audit
- Objective process
- Routine sample checks
- All aspects of the M.A. Subpart G
- Some product sampling
- Annually check
- Complete single exercise or
- Subdivided over the annual period
- Scheduled plan (Plan to audit)
- Each location every year

(c) The records of these activities shall be stored for at least **two years**.

(d) Where the approved CAMO is approved iaw another Part, the quality system may be combined with that required by the other Part.

(e) In case of CAT the M.A. Subpart G quality system shall be an integrated part of the operator's quality system.



Organisational reviews

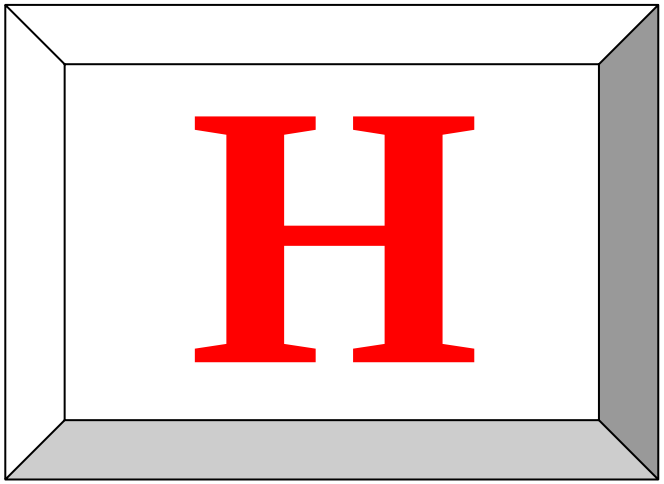
up to 5 full-time staff

(f) In the case of a small organisation "**not** managing the CA of aircraft used in **CAT**," the quality system may be replaced by regular **Organisational reviews** subject to the approval of the CAA,
except when the organisation issues ARC for aircraft above 2 730 kg MTOM other than balloons.

In the case where there is no quality system, the organisation shall **not contract** **CA management tasks** to other parties.

Independence of the audit

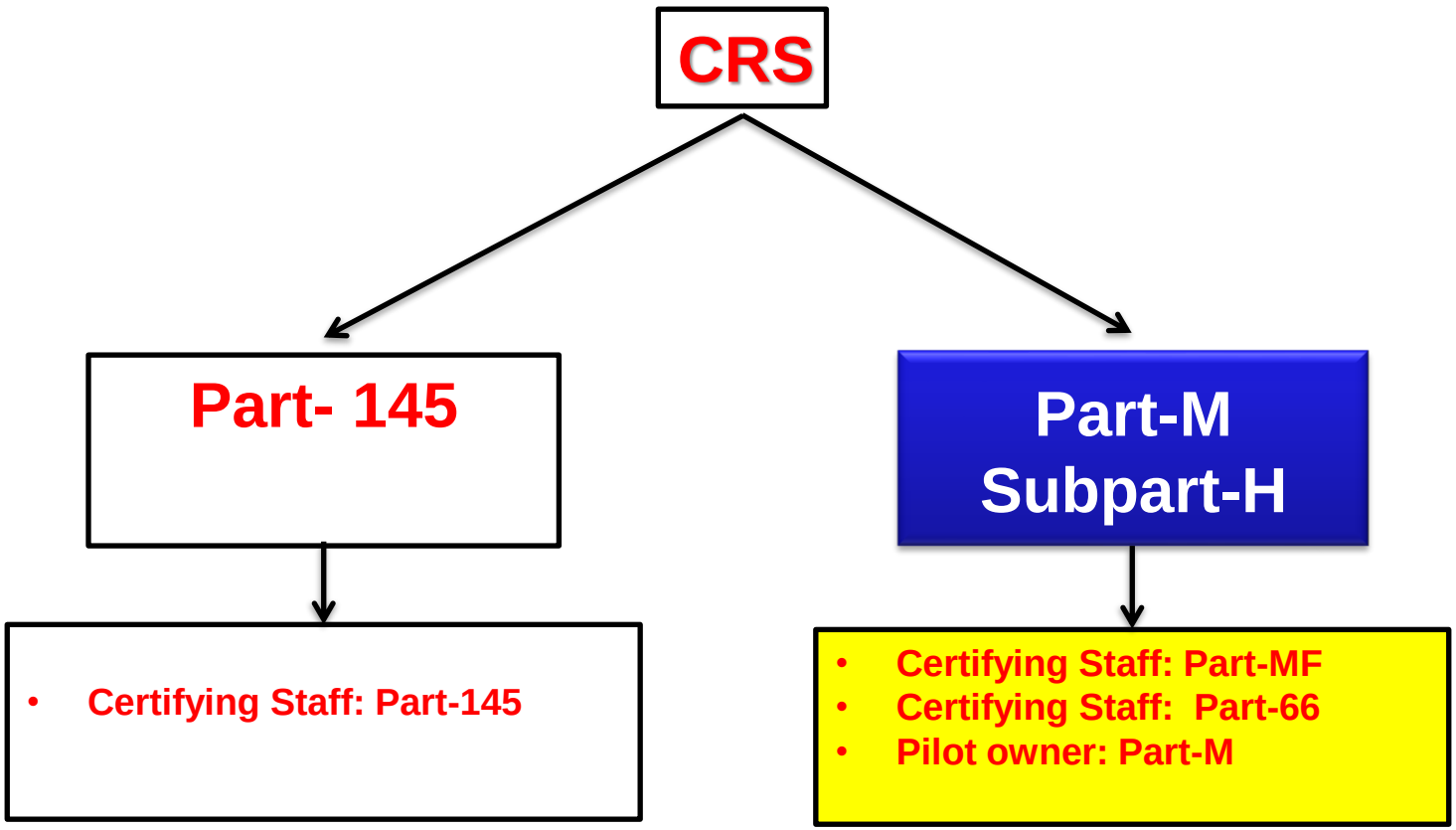
The independence of the audit should be established by always ensuring that audits are carried out by personnel not responsible for the function, procedure or products being checked.


H

SUBPART
H
CERTIFICATE OF RELEASE TO SERVICE
CRS

M.A.801 Aircraft certificate of release to service
M.A.802 Component certificate of release to service
M.A.803 Pilot-owner authorisation

(a) Except for aircraft released to service by a maintenance organisation approved iaw Part-145, the CRS shall be issued according to this Subpart;



Findings

Part	145	MG	MF	M ARC
Item	~~145.A.95~~	M.A.716	M.A.619	M.A.905
Organisation	~~AMO~~	CAMO	amo	ARC
Level 1	Significant non-compliance with this Part requirements which lowers the safety standard and hazards seriously the flight safety.			
Level 2	Non-compliance with the this Part requirements which could lower the safety standard possibly hazard the flight safety.			

Findings

Part	145 new
Item	145.A.95
Organisation	AMO
Level 1	A level 1 finding is issued by CAA when any significant non-compliance is detected with the applicable requirements of this Part, with the organisation's procedures and manuals, or with the organisation's certificate including the terms of approval, which lowers safety or seriously endangers flight safety. Level 1 findings shall also include: (1) any failure to grant CAA access to the organisation's facilities referred to in point 145.A.140 during normal operating hours and after two written requests; (2) obtaining the organisation certificate or maintaining its validity by falsification of the submitted documentary evidence; (3) any evidence of malpractice or fraudulent use of the organisation certificate; (4) the lack of an accountable manager
Level 2	A level 2 finding is issued by CAA when any non-compliance is detected with the applicable requirements of this Part, with the organisation's procedures and manuals, or with the organisation's certificate including the terms of approval, which **is not** classified as a level 1 finding.

Findings

Part	145 new
Item	**145.A.160**
Organisation	**AMO**
Observation	CAA may issue observations for any of the following cases not requiring level 1 or level 2 findings: (1) for any item whose performance has been assessed to be ineffective; (2) when it has been identified that an item has the potential to cause a finding. (3) when suggestions or improvements are of interest for the overall safety performance of the organisation. The observations received shall be given due consideration by the organisation. The organisation shall record the decisions taken in respect of those observations.

Findings

Part	147
Item	147.A.160
Organisation	MTO
Level 1	One or more of the following: 1. Significant non-compliance with the examination process which would invalidate the examination(s), 2. Failure to give the CAA access to the organisation's facilities during normal operating hours after two written requests 3. Lack of an accountable manager, 4. Significant non-compliance with the training process
Level 2	**Non-compliance with the training process other than level 1 finding.**

Findings

Part	21
Item	21.A.258
Organisation	**DOA**
Level 1	Findings (a) When objective evidence is found showing non-compliance of the holder of a design organization approval with the applicable requirements of this Part, the finding shall be classified as follows: 1. A level one finding is any non-compliance with this Part which could lead to uncontrolled non-compliances with applicable requirements and which could affect the safety of the aircraft.
Level 2	**Non-compliance with the training process other than level 1 finding.**

Part-145

CAA / EASA

Regulation on Air operations (AirOPS)

Terminology

AOC (Certificate) — CAT

Declaration — NCC / SPO

Authorisation — High Risk Commercial SPO

Approval (Part of AOC) — SPA

NCC = Non-Commercial Complex
SPA – (Operations requiring) Specific Approvals

Contents

COVER REGULATION ARTICLES (1-11)

Part-DEF
Part-ARO
Part-ORO
Part-CAT
Part-SPA
Part-NCC
Part-NCO
Part-SPO

Record of revision

Essential Requirements-B
for ACAS

Essential Requirements-A
for Air Operations

AIR OPERATOR CERTIFICATE

(Approval Schedule for air transport operators)

Type of operation : Commercial air transport (CAT)

☒ Passengers ☒ Cargo ☒ Other: Emergency Medical Services

GRAND DUCHÉ DE LUXEMBOURG

DIRECTION DE L'AVIATION CIVILE

LE GOUVERNEMENT DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère du Développement durable et des Infrastructures
Direction de l'aviation civile

AOC L - 07	***Luxembourg Air Ambulance S.A.***		**Operational points of contacts**
Approval Reference : DAC/OPS 2016-57683	DBA trading name:	None	Contact details are listed in:
Valid until suspended or revoked	Operator address :	Aéroport de Luxembourg L-1110 Findel Luxembourg	OM A Section 1 and Organisation Management Manual Section 3.2
	Telephone :	+352 48 90 06	
	Fax :	+352 40 25 63	
	E.mail :	info@air-ambulance.lu	

This certificate certifies that ***Luxembourg Air Ambulance*** is authorised to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual, Annex IV to Regulation (EC) No 216/2008 and its Implementing Rules.

Date of Issue :

15/04/2016

DIRECTION DE L'AVIATION CIVILE

Pierre LAEGER
Directeur de l'Aviation Civile

The present AOC cancels and replaces the former AOC (ref. D.A.C/OPS. 2014 – 40685)

What is the intent of the declaration?

The intent of the declaration is to:

1. have the operator acknowledge its responsibilities under the applicable safety regulations and that it holds all necessary approvals;

2. enable the CAA to fulfil its oversight responsibilities iaw ARO.GEN.300 and 305.

3. ....

ARO.GEN.300 CAA Oversight
ARO.GEN.305 CAA Oversight programme

AMC (Acceptable means of compliance)
&
GM (guidance material)

(a) Rev.11, July 2018 of **Easy Access rules** for air operation issued by EASA except for (b),

(b) Rev. 14, October 2019 of **Easy Access rules** for air operation issued by EASA for:

- Part-DEF
- ORO.MLR.100
- CAT.GEN.MPA.140
- CAT.GEN.MPA.141
- SPA.EFB.100
- NCC.GEN.130
- NCC.GEN.131
- NCO.GEN.125
- SPO.GEN.131

13 Articles

1

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8

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9a

9b

10

11

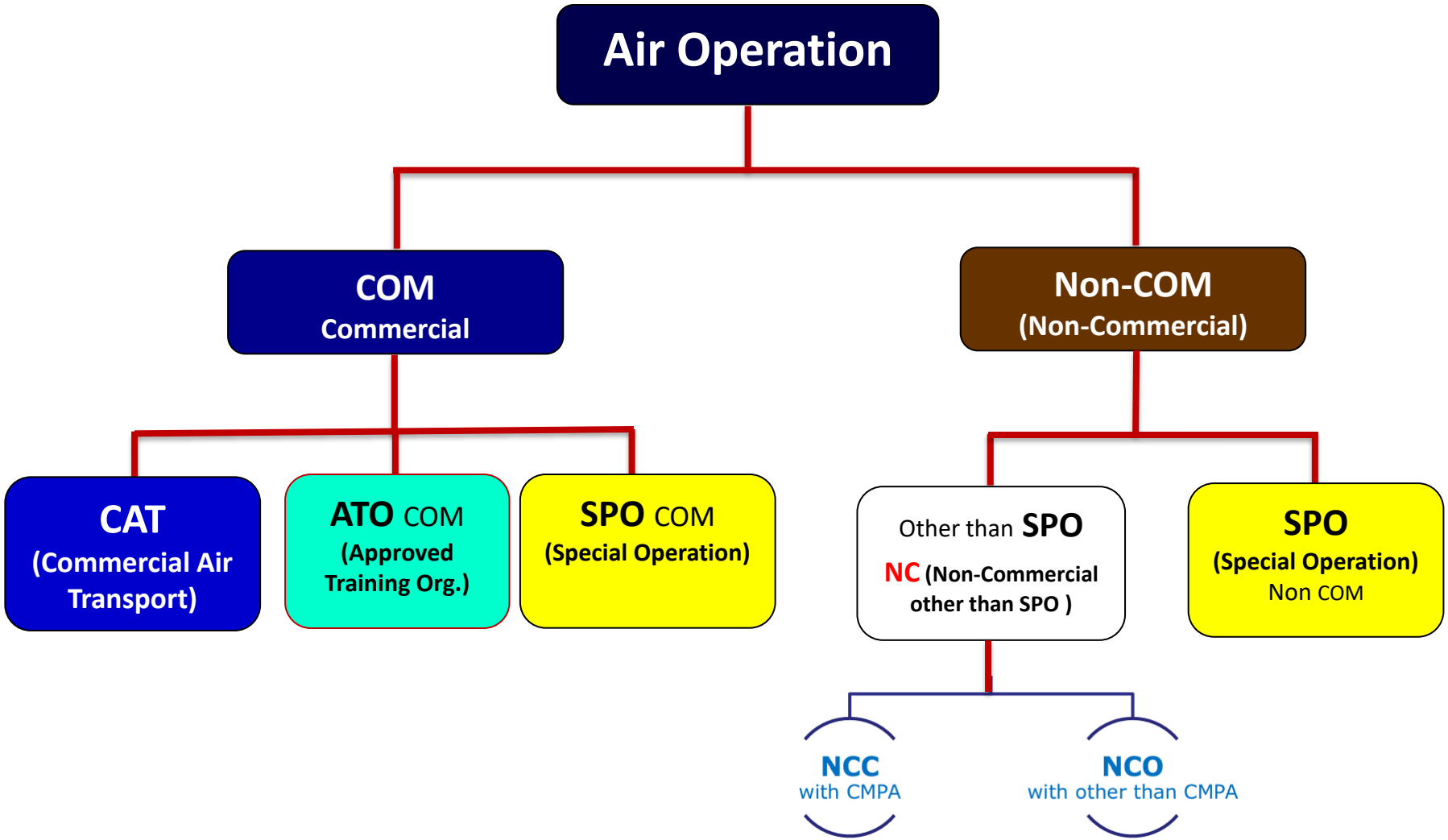
Articles

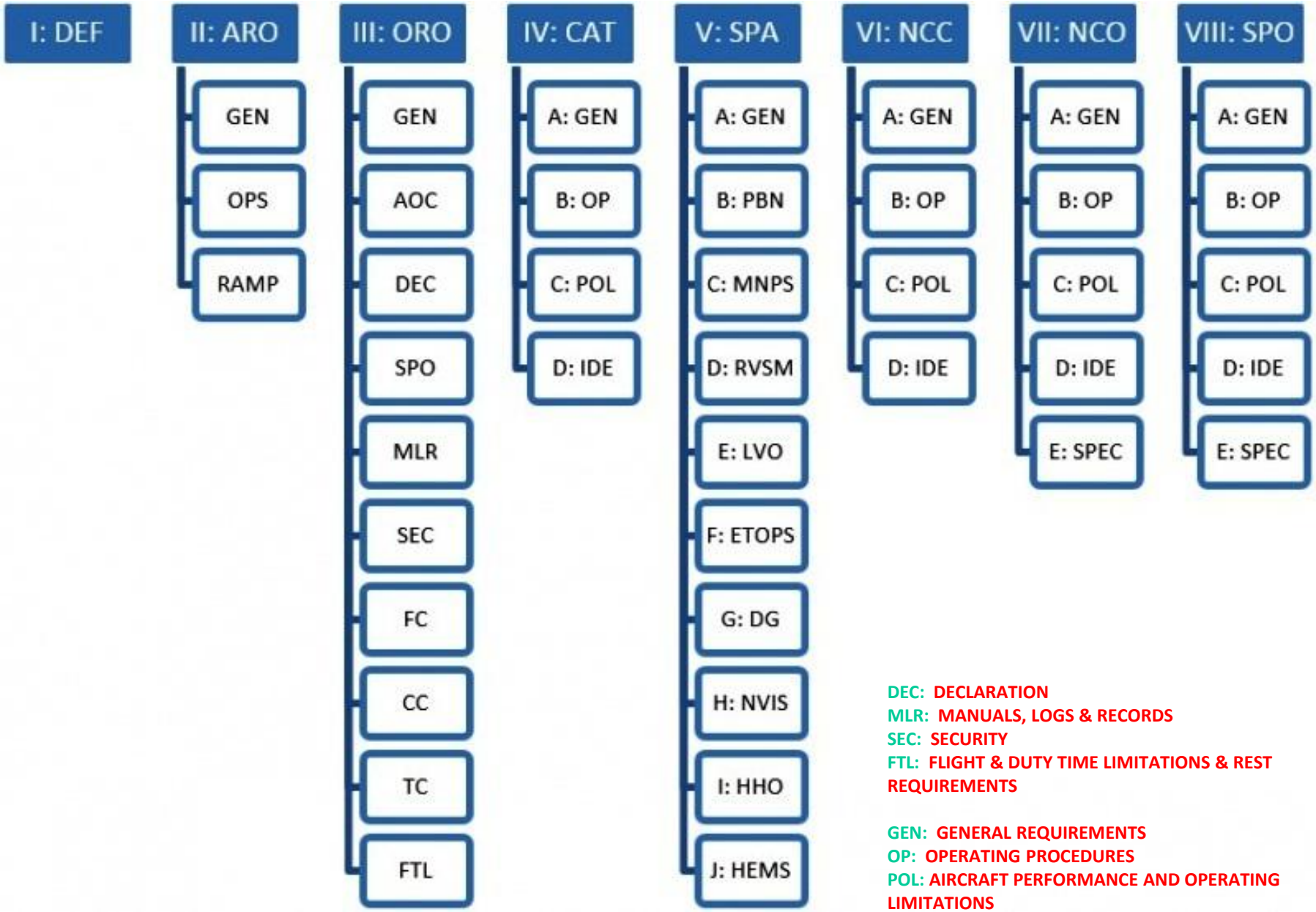
Article 1 **Subject matter and scope**
Article 2 **Definitions**
Article 3 **Oversight capabilities**
Article 4 **Ramp inspections**
Article 5 **Air operations**
Article 6 **Derogations**
Article 7 **Air operator certificates (AOC)**
Article 8 **Flight time limitations (FTL)**
Article 9 **Minimum equipment lists (MEL)**
Article 9a **Flight and cabin crew training**
Article 9b **Review**
Article 10 **Entry into force**

Article 1 **Subject matter and scope**
Article 2 **Definitions**
Article 3 **Oversight capabilities**
Article 4 **Ramp inspections**
Article 5 **Air operations**
Article 6 **Derogations**
Article 7 **Air operator certificates (AOC)**
Article 8 **Flight time limitations (FTL)**
Article 9 **Minimum equipment lists (MEL)**
Article 9a **Flight and cabin crew training**
Article 9b **Review**
Article 10 **Entry into force**

Article 11 **AMC and GM**

Definitions





DEC: DECLARATION
MLR: MANUALS, LOGS & RECORDS
SEC: SECURITY
FTL: FLIGHT & DUTY TIME LIMITATIONS & REST REQUIREMENTS

GEN: GENERAL REQUIREMENTS
OP: OPERATING PROCEDURES
POL: AIRCRAFT PERFORMANCE AND OPERATING LIMITATIONS
IDE: INSTRUMENTS, DATA & EQUIPMENT
SPEC: SPECIFIC REQUIREMENTS cal

Part-ARO: Authority Requirements - OPS

Part-ORO: Organisation Requirements - OPS

Part-CAT: Commercial Air Transport operations

Part-SPA: Operations requiring SPecific Approvals

Part-NCC: Non-Commercial operations with CMPA

Part-NCO: Non-Commercial operations with Other-than-CMPA

Part-SPO: SPecialised Operations, e.g. aerial work

3

CAA tasks:
(Certification and Oversight)

Audits

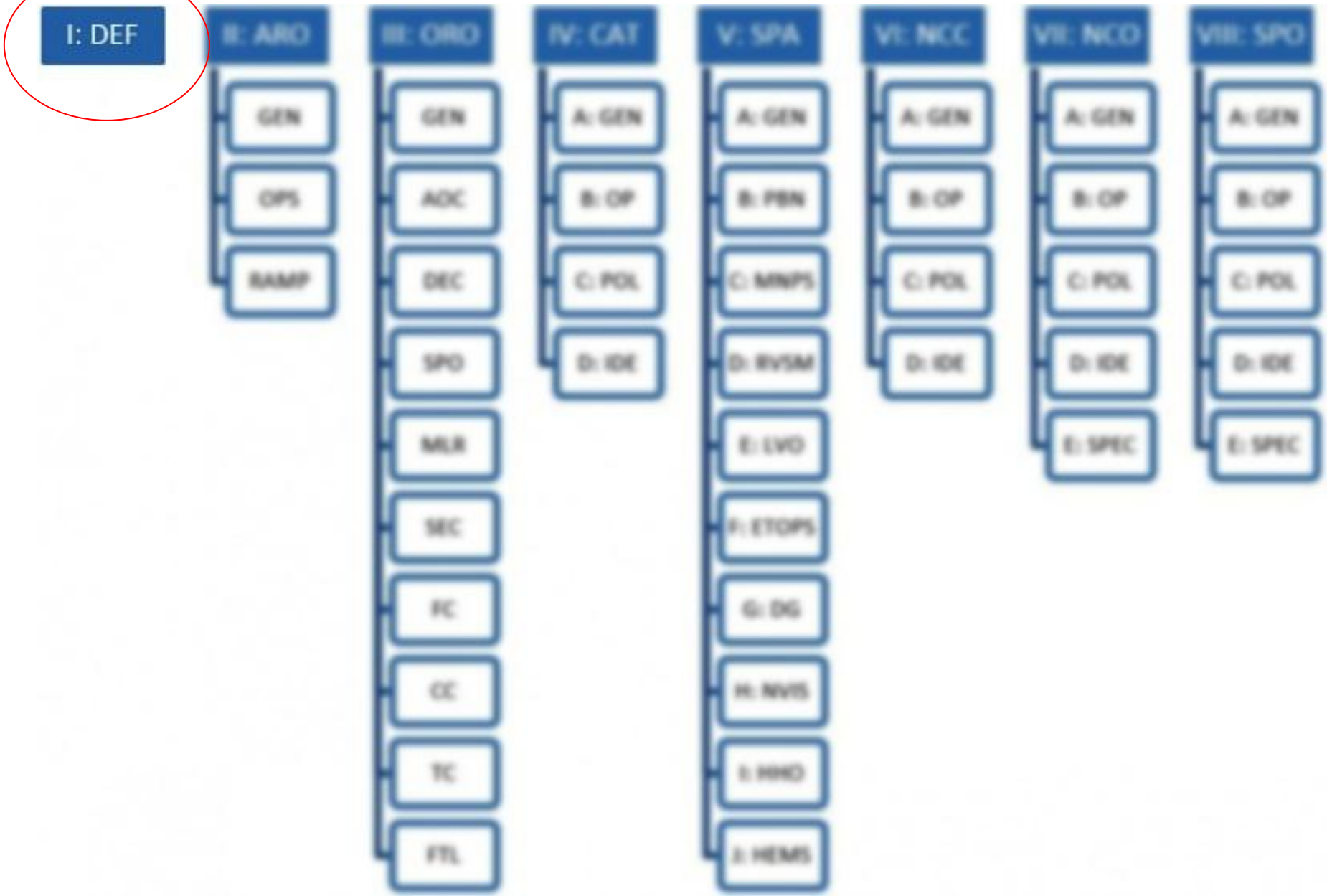
Investigations

Assessments

Inspections
ramp inspection and
unannounced inspection

			I DEF	II ARO	III ORO	IV CAT	V SPA	VI NCC	VII NCO	VIII SPO
Non-specialised	Commercial	Complex	Y	N	Y	Y	Y	N	N	N
		Other-than complex	Y	N	Y	Y	Y	N	N	N
	Non-commercial	Complex	Y	N	Y	N	Y	Y	N	N
		Other-than complex	Y	N	N	N	Y	N	Y	N
Specialised	Commercial	Complex	Y	N	Y	N	Y	N	N	Y
		Other-than complex	Y	N	Y	N	Y	N	N	Y
	Non-commercial	Complex	Y	N	Y	N	Y	N	N	Y
		Other-than complex	Y	N	N	N	Y	N	Y	N

Air OPS Structure



Definitions
for terms used

‘**Adult**’ means a person of an age of 12 years and above;

‘**Child/children**’ means persons who are of an age of two years and above but who are less than 12 years of age;

‘**Infant**’ means a person under the age of two years;

‘Aircraft operator’ means any legal or natural person operating or proposing to operate one or more aircraft;

‘cabin crew member’ means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;

‘certification specifications’ (CS) means technical standards adopted by CAA.IRI indicating means to show compliance with Regulation and which can be used by an organisation for the purpose of certification;

‘code share’ means an arrangement under which an operator places its designator code on a flight operated by another operator, and sells and issues tickets for that flight;

'maintenance check flight ('MCF')' means

- a flight of an aircraft with an airworthiness certificate or
- with a permit to fly which is carried out for troubleshooting purposes or
- to check the functioning of one or more systems, parts or appliances after maintenance,

if the functioning of the systems, parts or appliances cannot be established during ground checks and which is carried out in any of the following situations:

(a) as required by the aircraft maintenance manual ('AMM') or any other maintenance data issued by a design approval holder being responsible for the continuing airworthiness of the aircraft;

(b) after maintenance, as required by the operator or proposed by the organisation responsible for the continuing airworthiness of the aircraft;

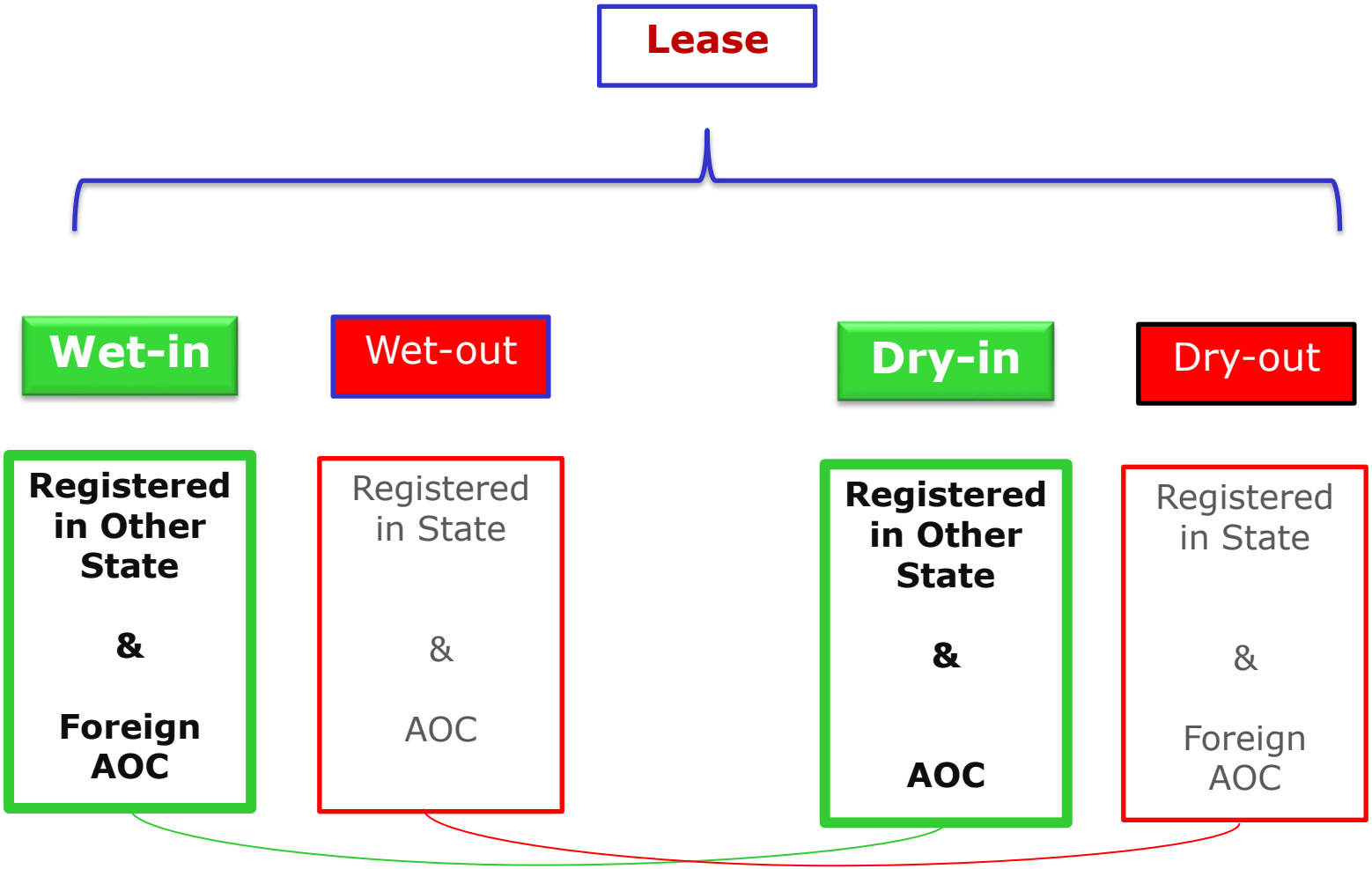
(c) as requested by the maintenance organisation for verification of a successful defect rectification;

(d) to assist with fault isolation or troubleshooting;

‘pilot-in-command’ means the pilot designated as being in command and charged with the safe conduct of the flight. For the purpose of commercial air transport operations, the ‘pilot-incommand’ shall be termed the **‘commander’**;

‘**technical crew member’** means a crew member in CAT, HEMS, HHO or NVIS operations other than a flight or cabin crew member, assigned by the operator to duties in the aircraft or on the ground for the purpose of assisting the pilot during HEMS, HHO or NVIS operations, which may require the operation of specialised on-board equipment;

HEMS: Helicopters for Emergency Medical Operations
NVIS: Night Vision Imaging System
HHO: Helicopter hoist operations


Lease
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Wet-out
Dry-in
Dry-out
Registered in Other State & Foreign AOC
Registered in State & AOC
Registered in Other State & AOC
Registered in State & Foreign AOC

Owner
(Non
AOC holder):
AAA Bank

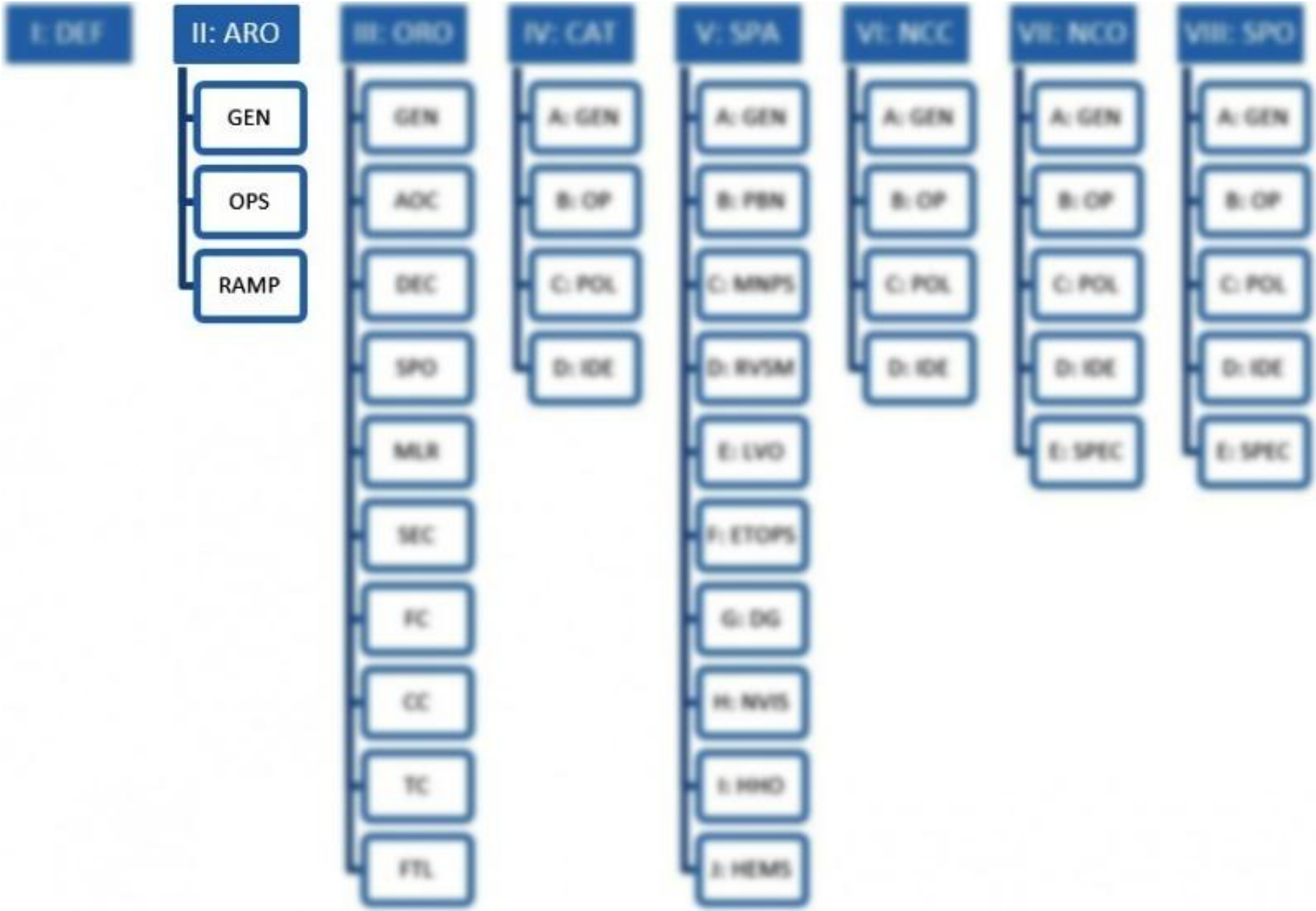
Lease aircraft agreement

Only: Dry Lease

Operator

CAMO

(AOC Holder)
Lessee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D: RVSM
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B: OP
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E: SPEC
VIII: SPO
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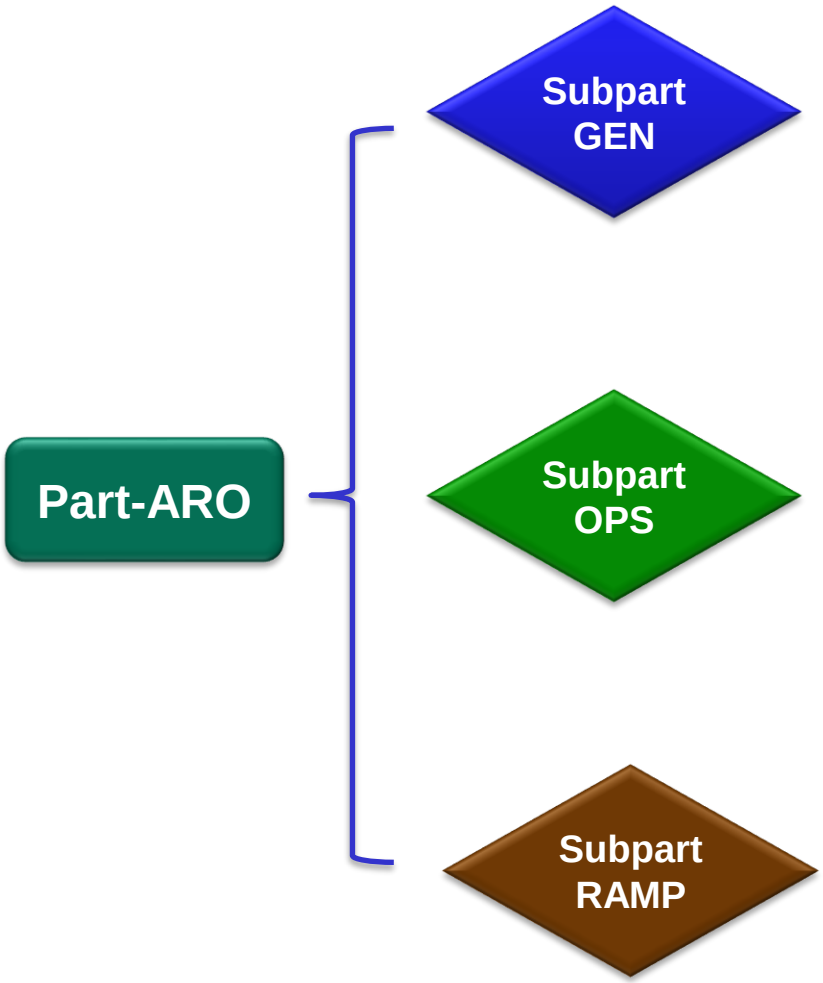
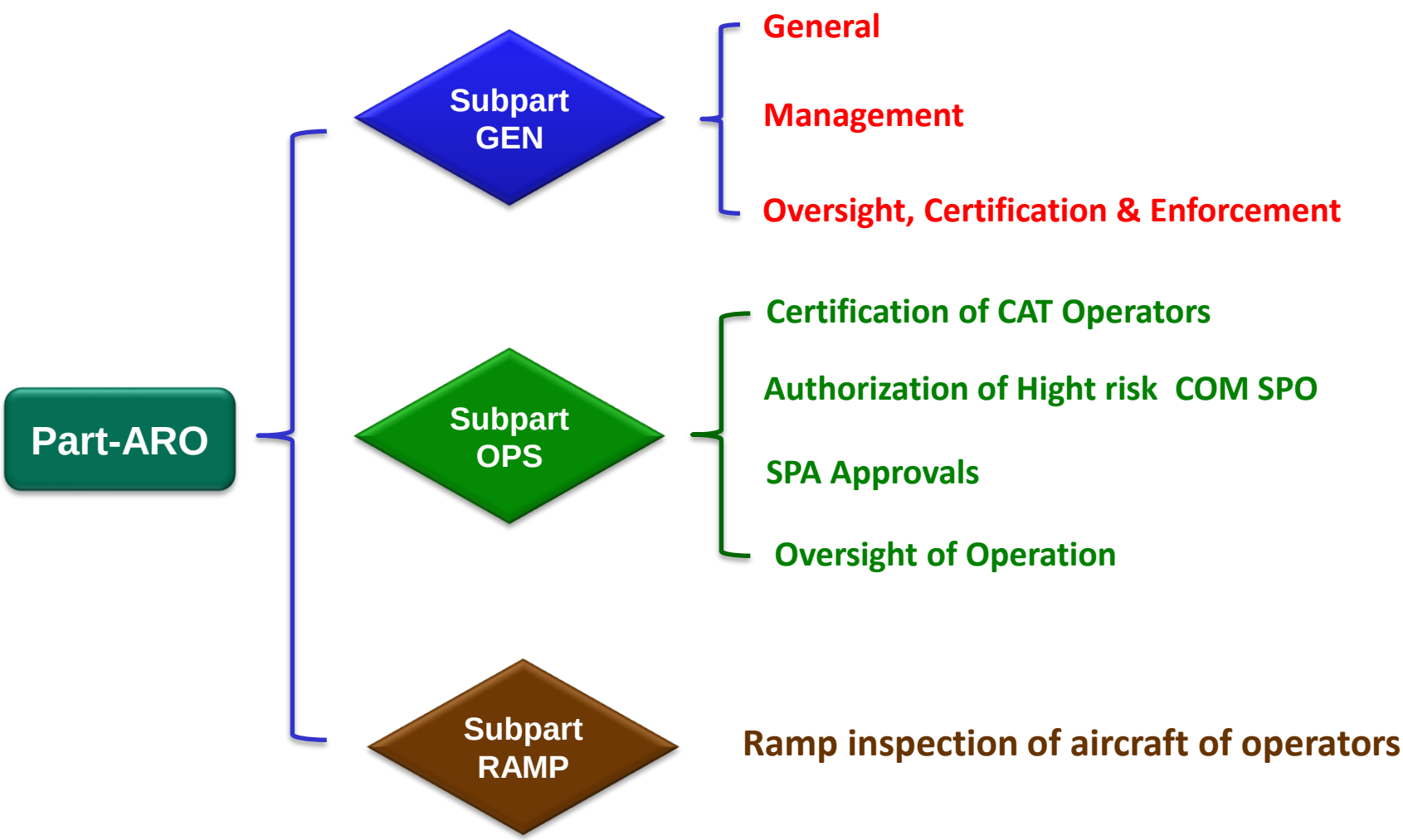
Part-ARO

Authority Requirements
for Air Operations

Part-ARO

Authority Requirements for Air Operations


Part-ARO
Subpart GEN
Subpart OPS
Subpart RAMP



Appendix: I, II, III, IV, V

Findings

1. Findings and corrective actions

ARO.GEN.350 — organizations

- Level 1 finding
- Level 2 finding

2. Findings and enforcement measures

ARO.GEN.355 — persons

- Licence, certificate, rating or attestation issued iaw Aircrew, CAA shall act iaw ARA.GEN.355 (a) to (d) of Part ARA to Aircrew.

3. ARO.GEN.360 — all operators

- Take any enforcement measures necessary to prevent the continuation of that non- compliance

Findings

ARO.**RAMP**.130 Categorization of findings

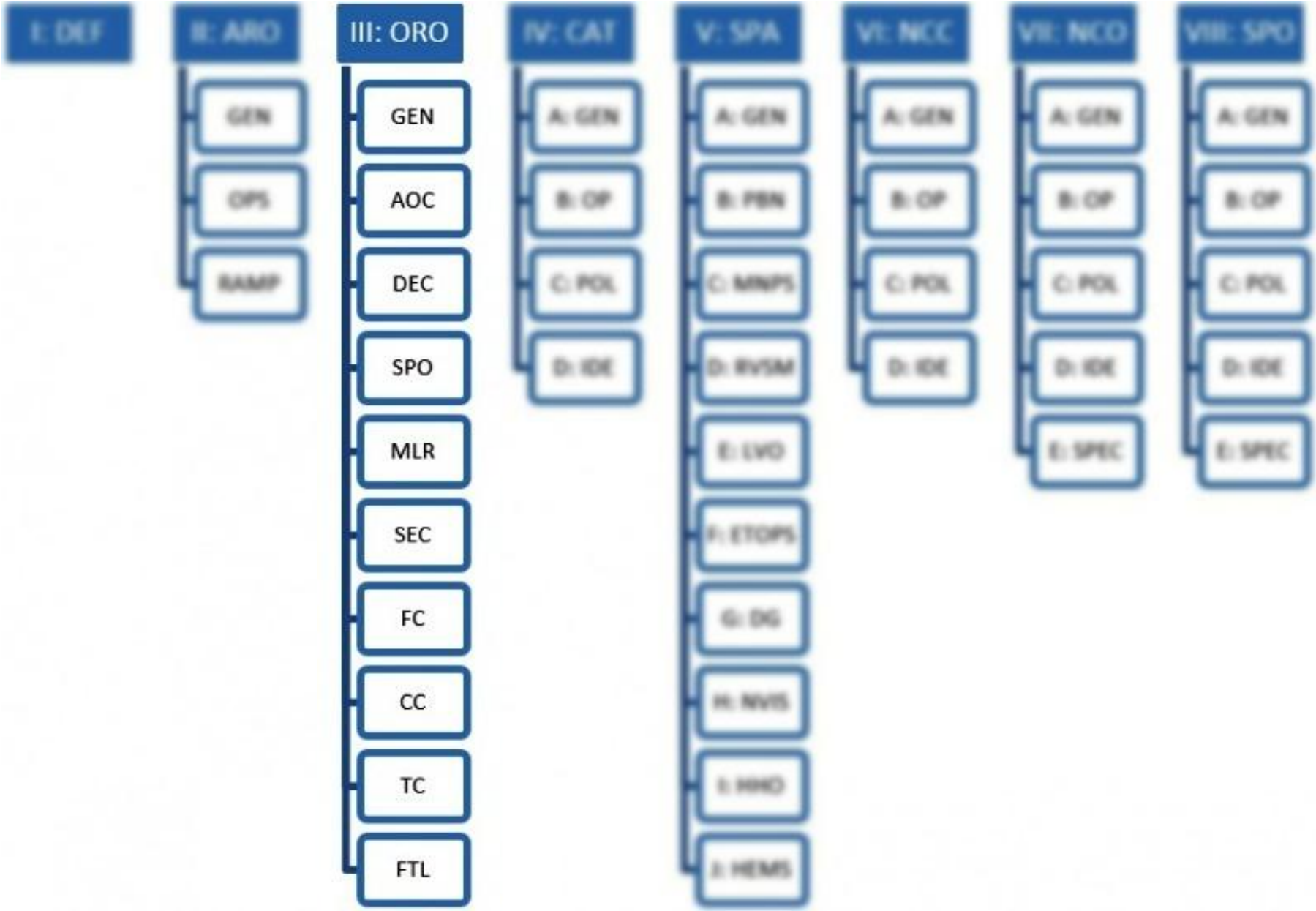
For each inspection item, three categories of possible non-compliance with the applicable requirements are defined as findings.

Such findings shall be categorized as follows:

1. a **category 3** finding is any detected significant non-compliance with the applicable requirements or the terms of a certificate that has a major influence on safety;

2. a **category 2** finding is any detected non-compliance with the applicable requirements or the terms of a certificate that has a significant influence on safety;

3. A **category 1** finding is any detected non-compliance with the applicable requirements or the terms a certificate that has a minor influence on safety.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D: IDE
E: SPEC
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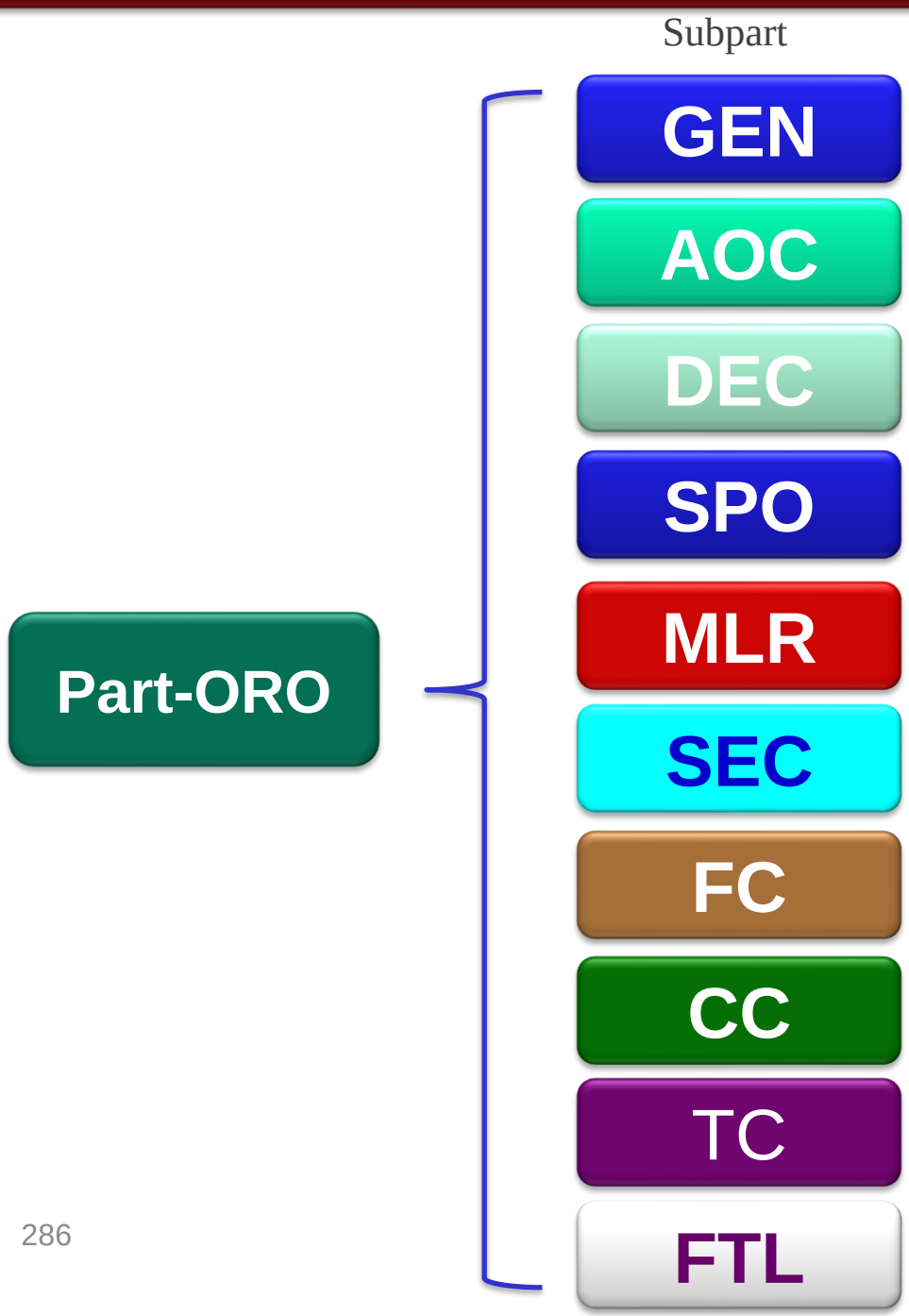
Part-ORO

ORGANISATION REQUIREMENTS FOR
AIR OPERATIONS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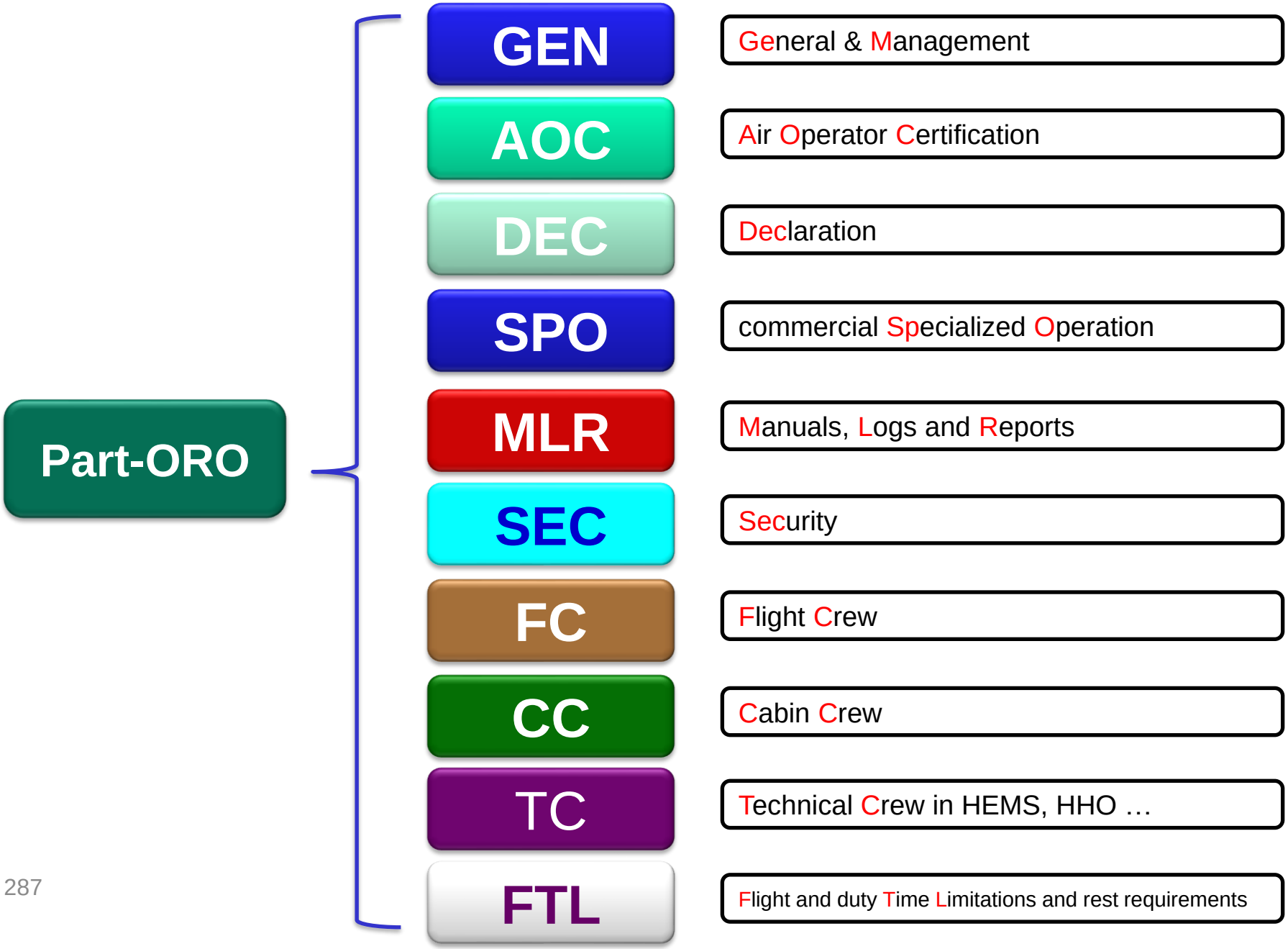

Part-ORO
GEN
General & Management
AOC
Air Operator Certification
DEC
Declaration
SPO
commercial Specialized Operation
MLR
Manuals, Logs and Reports
SEC
Security
FC
Flight Crew
CC
Cabin Crew
TC
Technical Crew in HEMS, HHO …
FTL
Flight and duty Time Limitations and rest requirements

287

ORO.GEN.110 Operator responsibilities

Operator responsibilities

a) The operator is responsible for the operation of the aircraft in accordance with:

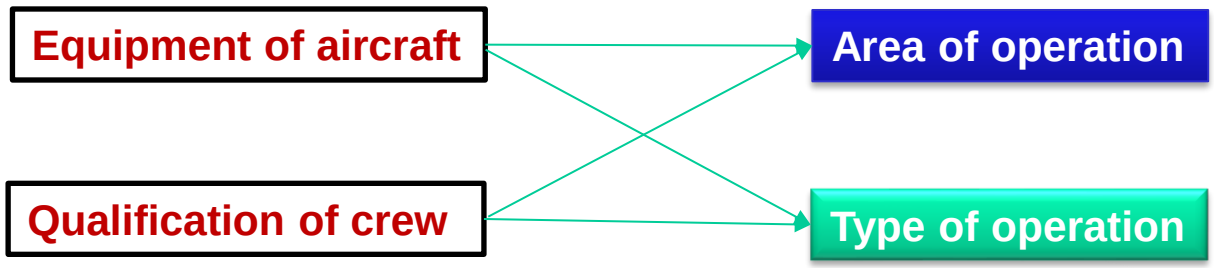
- ❖ Airworthiness regulation,
- ❖ Relevant requirements of this part and
- ❖ Relevant requirements of its AOC or
  - Specialized operation authorization (SPO authorization) or
  - Declaration.

Operator responsibilities

b) Every flight shall be conducted in accordance with the provisions of the **OM (Operations Manual).**

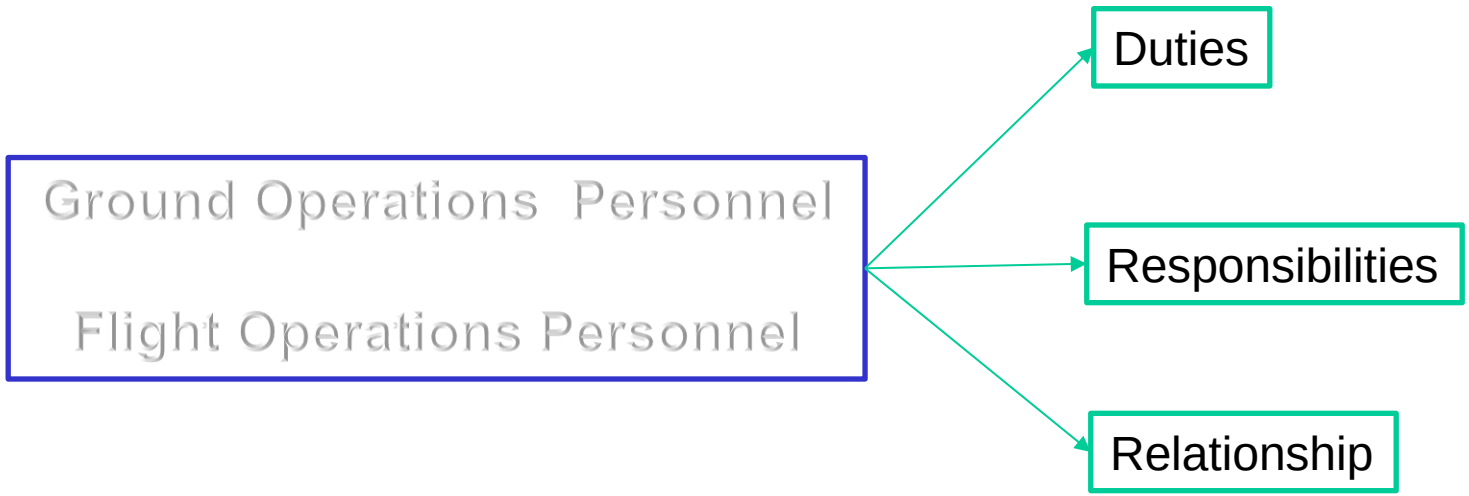
Operator responsibilities

d) The operator shall ensure that its aircraft are **equipped** and its crews are **qualified** as required for the area and type of operation.



Operator responsibilities

e) The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are **properly instructed**,
have demonstrated their **abilities** in their particular duties and
are aware of their responsibilities and the relationship of such duties to the operation as a whole.



Operator responsibilities

g) The operator shall

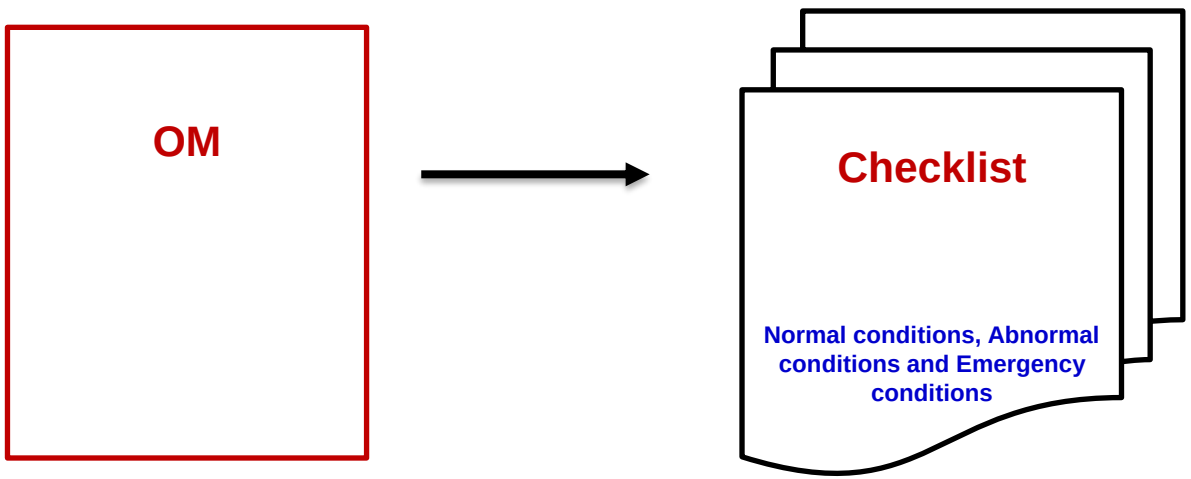
Ensure that all personnel are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and that are pertinent to the performance of their duties.

Operator responsibilities

(h) The operator shall establish a **checklist system** for each aircraft type to be used by crew members in all phases of Flight under:

- **Normal conditions,**
- **Abnormal conditions and**
- **Emergency conditions**

to ensure that the operating procedures in the operations manual are followed.



AMC1 ORO.GEN.110(e) Operator responsibilities

MEL TRAINING PROGRAMME

The operator should develop a training programme for ground personnel dealing with the use of the **MEL** and detail such training in the CAME (Continuing Airworthiness Maintenance Exposition) and OM as appropriate.

Ground personnel:

- **Maintenance Personnel**
- **Flight Dispatchers** (= Airline dispatcher, Flight follower, Flight operations officer)
- **Operations Officers** (= Flight operations duty officers, Flight operations controllers)

AMC1 ORO.GEN.110(e) Operator responsibilities

MEL TRAINING PROGRAMME ...

Such training programme should include:

(1) Scope, Extent and use of the MEL;
(2) Placarding of inoperative equipment;
(3) Deferral procedures;
(4) Dispatching; and
(5) any other operator's MEL related Procedures

Rectification Intervals

Rectification Intervals	A	B	C	D
Consecutive Calendar Days (excluding the day of discovery)	**No standard Rectification Interval (refer to dispatch conditions)**	**3**	**10**	**120**

AMC1 ORO.GEN.110(e) Operator responsibilities

MEL TRAINING PROGRAMME ...

(b) The operator should develop a training programme for crew members and detail such training in the OM.

Such training programme should include:

(1) the scope, extent and use of the MEL;

(2) the operator's MEL procedures;

(3) elementary maintenance procedures and

(4) pilot-in-command/commander responsibilities.

Management System

ORO.GEN.200 Management system

Compliance monitoring

Documented processes

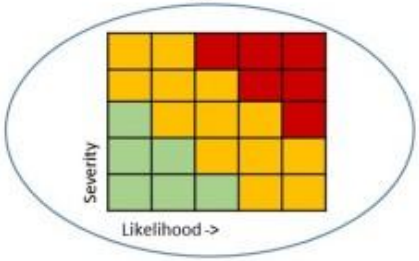
Lines of responsibility and accountability

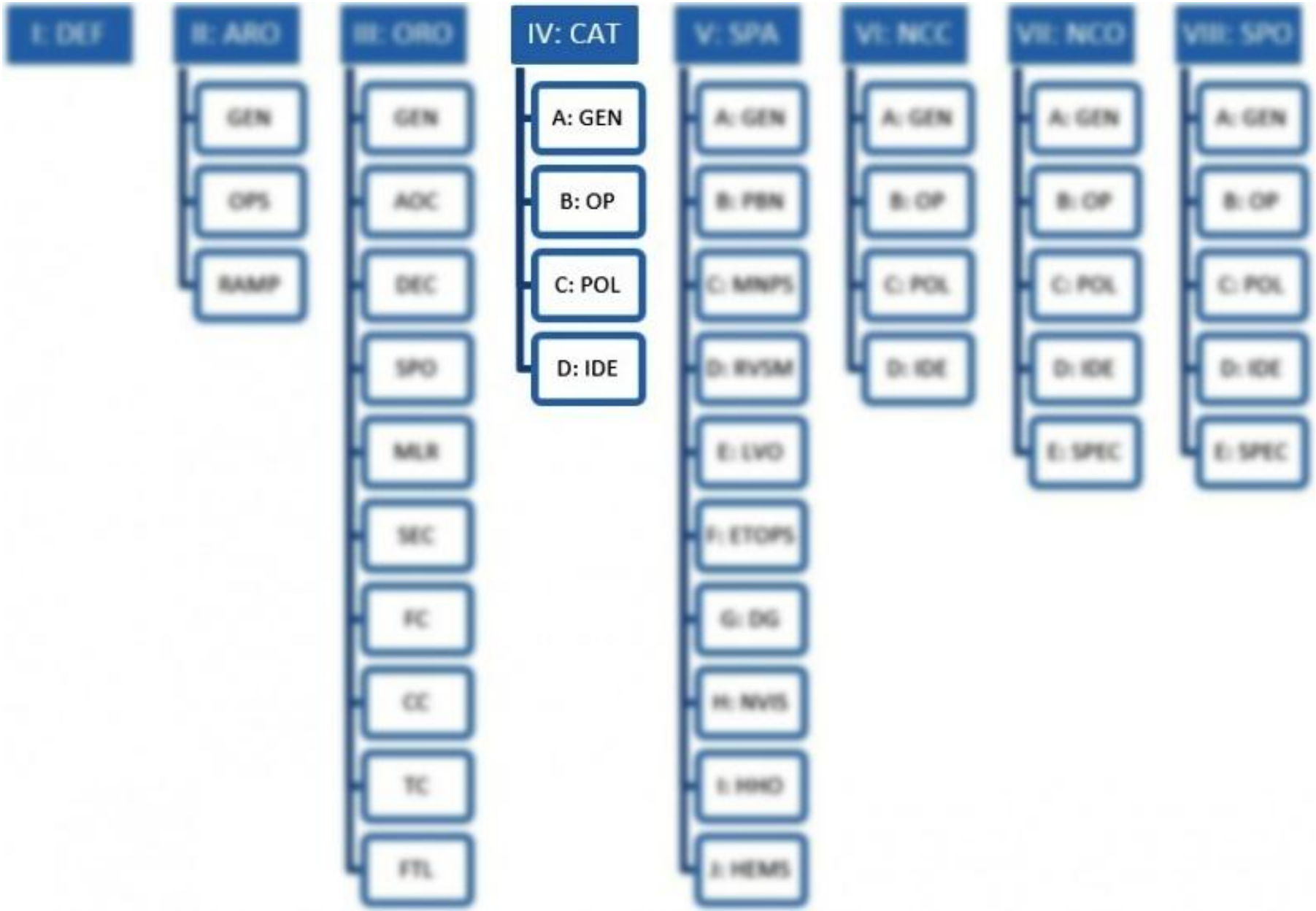
ORA.GEN.200 Management System

Trained, competent personnel

Safety Policy

Safety risk management

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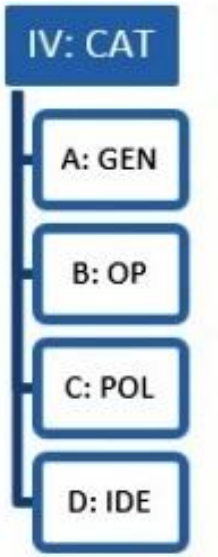


OP – operational procedures .

POL – performance and operating limitations .

IDE – instruments, data, equipment

CAT.GEN.MPA.180 Documents, manuals and information to be carried

The following documents, manuals and information shall be carried on each flight, as originals or copies unless other wise specified:

1. the aircraft flight manual (**AFM**), or equivalent document(s);

2. The original **C of R** (certificate of registration);

3. the original certificate of airworthiness (**C of A**);

4. the **noise certificate**, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate

5. a certified true copy of the air operator certificate (**AOC**), including an English translation when the AOC has been issued in another language;

6. the **operations specifications** relevant to the aircraft type, issued with the AOC, if applicable;

7. the original aircraft **radio license**, if applicable;

8. the third-Party liability **insurance** certificate(s);

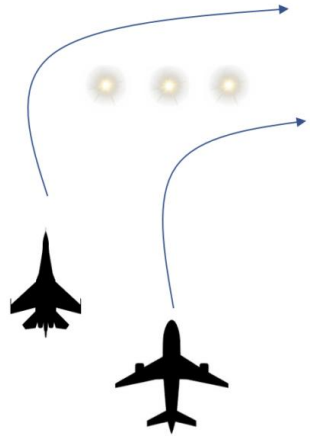
9. the **journey log**, or equivalent, for the aircraft;

10. the **ATL** (aircraft technical log), iaw Part-M;

11. details of the filed **ATS flight plan**, if applicable;

12. current and suitable **aeronautical charts** for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;

13. procedures and visual signals information for use by intercepting and intercepted aircraft;



14. information concerning **search and rescue services** for the area of the intended flight, which shall be easily accessible in the flight crew compartment;

15. the current Parts of the **OM** (operations manual) that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;

16. the **MEL**;

17. appropriate notices to airmen (**NOTAMs**) and aeronautical information service (**AIS**) briefing documentation;

18. appropriate **meteorological** information;

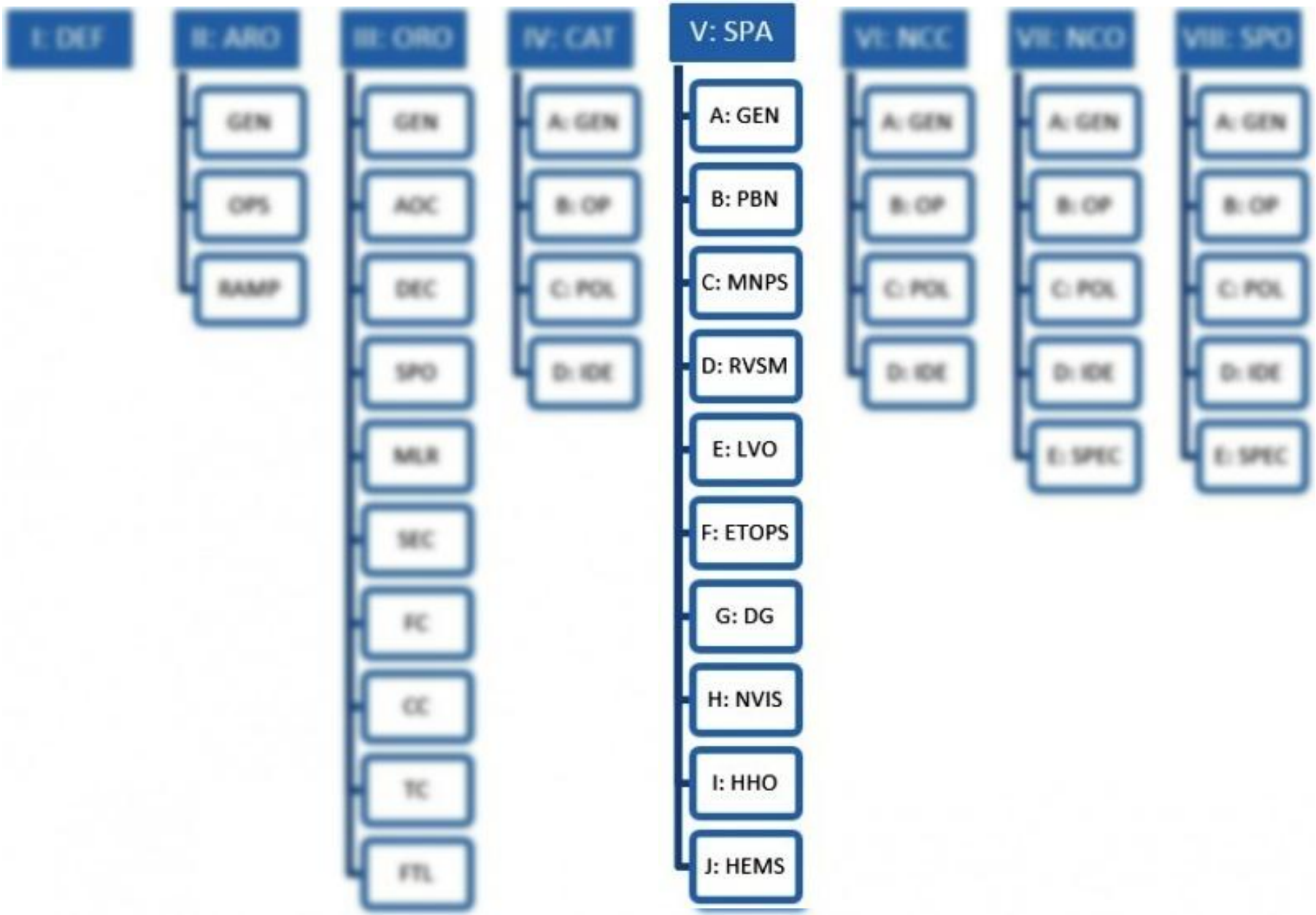
19. cargo and/or passenger **manifests**, if applicable;

20. **M & B** (mass and balance) documentation;

21. the **OFP** (operational flight plan), if applicable;

22. notification of special categories of passenger (**SCPs**) and special loads, if applicable; and

23. any other documentation that maybe pertinent to the flight or is required by the States concerned with the flight.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D: IDE
E: SPEC
VIII: SPO
A: GEN
B: OP
C: POL
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E: SPEC

GEN – general requirements .

PBN – performance based navigation .

MNPS – minimum navigation performance specifications .

RVSM – reduced vertical separation minima .

LVO – low visibility operations .

ETOPS – extended range operations with twoengined aeroplanes .

DG – dangerous goods .

NVIS – night vision imaging systems .

HHO – helicopter hoist operations .

HEMS – helicopter emergency medical services

Part-66
MODULE 10. AVIATION LEGISLATION:

10.1 Regulatory Framework
10.2 Certifying Staff — Maintenance
10.3 Approved Maintenance Organisations
10.4 Air operations
10.5 Certification of aircraft, parts and appliances
10.6 Continuing airworthiness
10.7 Applicable National and International Requirements for (MP, ETOPS, All Weather Operations)

Thanks

TSO

ETSO-2C123c

ED Decision 2020/011/R (applicable from 25.7.2020)

COCKPIT VOICE RECORDER SYSTEMS

1 Applicability

This ETSO provides the requirements that cockpit voice recorder (CVR) systems that are designed and manufactured on or after the date of this ETSO must meet in order to be identified with the applicable ETSO marking.

2 Procedures

2.1 General

The applicable procedures are detailed in CS-ETSO, Subpart A.

2.2 Specific

All the information specified in EUROCAE ED-112A, Section 2-1, 2-1.3.4, excluding item 6, shall be documented in a manual and be made available to the accident investigation authorities on request. In addition, if special tools or recovery techniques are used to retrieve recorded information from any memory device that is used within the crash-protected memory module removed from a crash-damaged recorder, these tools/recovery techniques shall be also made available to the accident investigation authorities on request.

Note: Requests from accident investigation authorities can be independent of any ongoing investigation.

3 Technical Conditions

3.1 Basic

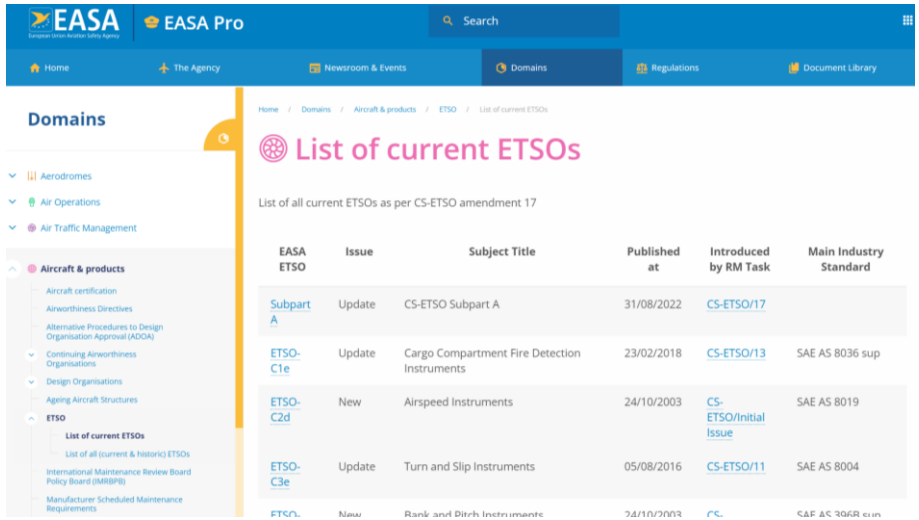
3.1.1 Minimum Performance Standard

The applicable standards are those provided in EUROCAE ED-112A, MOPS for Crash Protected Airborne Recorder Systems, dated September 2013, that pertain to the CVR type, except Chapters I-1 and I-6, and Sections 2-1.1, 2-1.5, 2-1.6, 2-1.11, 2-1.12, 2-3.1, 2-5, 3, Annex I-A, Annex I-C, and other ED-112A requirements related to installation, flight testing, aircraft maintenance as amended by Appendix 1 to this ETSO.

Table 1 lists CVR types and the ED-112A Section and Part containing the MPS for each type:

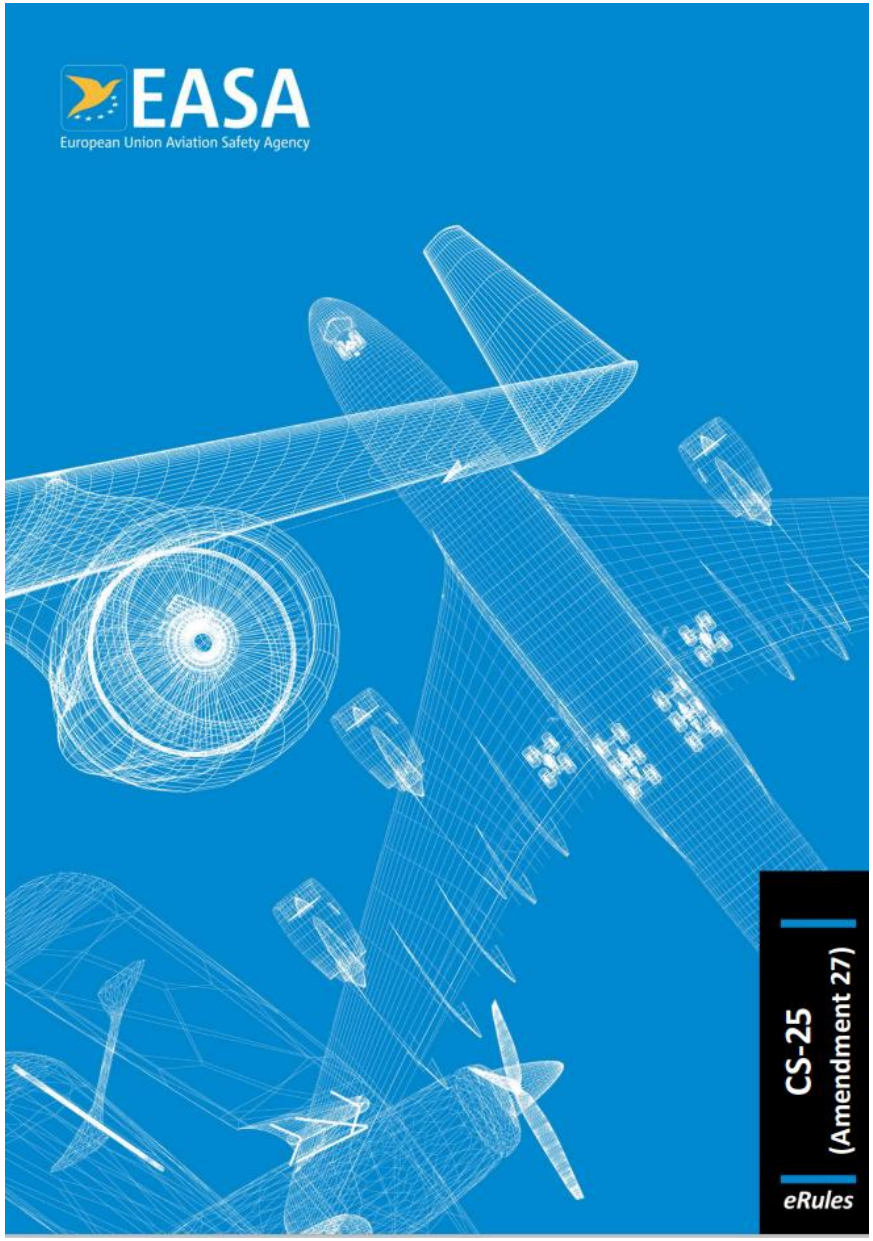
Table 1 — CVR MPS Requirements

CVR Type	ED-112A Reference
Single-function CVR in a non-deployable recorder	Section 2 and Part I.
CVR function in a deployable recorder	Section 2 (except for tests covered by ETSO-2C517) and Part I. The recorder shall also comply with ETSO-2C517.
CVR function in a combined non-deployable recorder	Section 2, Section 4, and Part I.



https://www.easa.europa.eu/en/domains/aircraft-products/etso/list-of-current-etso

EU Aviation regulation
structure



Easy Access Rules for Large Aeroplanes (CS-25)